

# The Liangkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4300.

九月九日光十二九月

SATURDAY, NOVEMBER 7, 1903.

六拜

英港一月七號

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED \$100,000,000  
CAPITAL PAID-UP 18,000,000  
CAPITAL UNCALLED 6,000,000  
RESERVE FUND 9,210,000  
Head Office—YOKOHAMA.

Branches and Agents:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARR'S BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—  
Sterling Reserve \$10,000,000  
Silver Reserve \$6,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. Dickson, N. A. Siebs, Esq.  
E. Goetz, Esq. H. W. Slade, Esq.  
C. Michelau, Esq. C. A. Tomes, Esq.  
H. Schubart, Esq. E. S. Whealer, Esq.  
E. Shellim, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4½ per cent. per annum.

For 6 months, 5 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [11]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXEI  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [12]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £344,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 12th May, 1903. [13]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [14]

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED  
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4% "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [15]

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES  
OF AMERICA IN CHINA AND THE  
PHILIPPINE ISLANDS.

Capital paid in... Gold \$4,000,000... 820,000  
Surplus (Reserve) Gold \$1,000,000... 820,000

Total... Gold \$8,000,000... 1,640,000

Capital and Surplus authorised, Gold \$10,000,000  
= £2,055,000.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

The Corporation buys and sells Bills of  
Exchange, issues Letters of Credit and carries  
on every description of Banking and Exchange  
business. Money received on Current Deposit  
Account at the rate of 2 per cent. per annum  
on the daily balances, and on Fixed Deposit  
as follows:

For 12 months, 4½% per annum.

" 6 " 4% "

" 3 " 3% "

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agents:  
CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sends Drafts and Telegraphic Trans-  
mitters Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3 ½ per Annum Fixed Deposits for 3 months.

4 ½ " " 6 " "

5 % " " 12 " "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [17]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

R-SERVE LIABILITY OF SHARE-  
HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3½ "

" 3 " 2½ "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 18th May, 1903. [18]

March.... { "The Soldiers"} .....Levey

Overture... { "Le Postillon"} .....Adam

Selection.... { "The Shop Girl"} ...Ivan Caryll

Song..... { "Beloved It"} .....Florence Aylward

Selection.... { "The Belle of New York"} .....Kerker

Valz..... "Premier Printemps" ...Margis

Mazurka..... "Slavonic Dance" ..Karoly Klay

God Save the King.

Hongkong, 7th November, 1903.

BAND PROGRAMME.

MENU.

Hors D'oeuvres

Asparagus Soup

Fish a la Normandy

Fillets of Chicken a la Pompadour

Chartreuse of Quails

Angels on Horseback

Roast Beef and Horseradish

Roast Lamb and Mint Sauce

Boiled Turkey and Celery Sauce

Lobster Curry

Lemon Water Ice

Tipsy Cake

Cranberry Tart

[19]

## MAILS.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

#### FOR SINGAPORE, COLOMBO and BOMBAY

(Calling at Penang if sufficient  
inducement offers.)

BANCA J. B. Ferguson

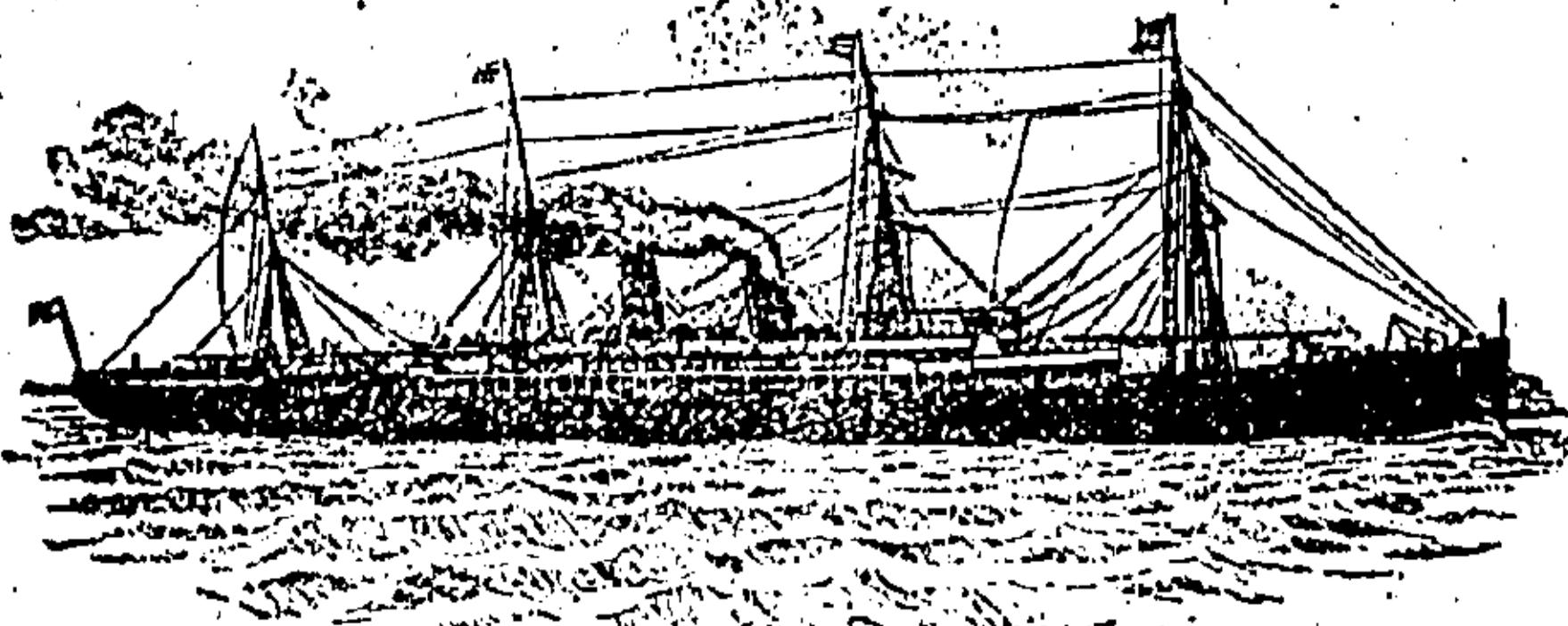
ABOUT 12TH NOVEMBER

Freight only.

SHANGHAI A. Thompson, R.N.R.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO  
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons	SATURDAY, 14th November, at Daylight.
"NIPPON MARU"	6,397	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,284	WEDNESDAY, and December, at Noon.
"COPTIC"	4,352	FRIDAY, 9th December, at Noon.
"AMERICA MARU"	6,397	FRIDAY, 18th December, at Noon.
"KOREA"	11,276	SATURDAY, 26th December, at Noon.
"GAELIC"	4,295	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,397	SATURDAY, 9th January, at Noon.
"CHINA"	5,060	TUESDAY, 19th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA" 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamer, "DORIC" will be despatched to SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passenger holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 6th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 14 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 10th February.
"TARTAR"	4,25	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 20th April.
"ATHENIAN"	3,882	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN and usually make the voyage YOKOHAMA to VANCOUVER (8.G.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
CANADA	ANTWERP and HAMBURG.	12th Nov. Freight.
Wagner	(Calling at SINGAPORE and COLOMBO).	
MARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov. Freight.
Sten	(Calling at SINGAPORE and COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	1st Dec. Freight.
Dorch	(Calling at SINGAPORE and PENANG).	
ARAGONIA	HAVRE and HAMBURG.	15th Dec. Freight.
Furst	(Calling at SINGAPORE and COLOMBO).	
NURNBERG	HAVRE and HAMBURG.	29th Dec. Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	
AMBRIA	HAVRE and HAMBURG.	5th January, 1904. Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).	
NUBIA	NEW YORK	About end of December. Freight.
von Hoff	VIEZUEZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

## Shipping Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,303 tons	Captain H. D. Jones.
"POWAN"	2,138	G. F. Morrison, R.N.R.
"FATSUN"	2,260	A. W. Dix
"HANKOW"	3,073	C. V. Lloyd
"KINSHAN"	2,800	J. J. Lossius

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. Sunday.		
Do. from Macao to Hongkong daily at 8 A.M. excepted.		

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin:
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	1,369	C. Butchart.
"TAK HING"	618	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWINE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL  
ATTENTION.FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

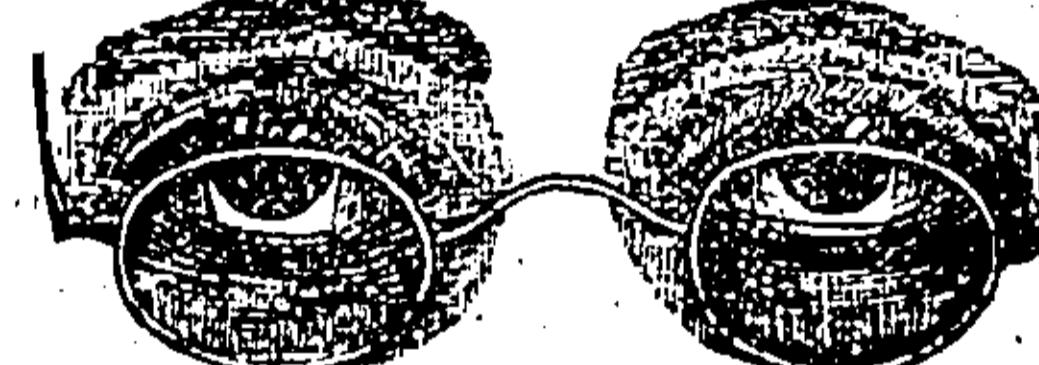
C. W. CLARK,  
No. 4, Queen's Road and Des Vaux Road,  
EUROPEAN HOUSE STREET,  
ORIENTAL COSTUMES AND FANCY DRAPERY FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

## LADIES' SPECIAL TOILET ROOM.

964] PATRONAGE RESPECTFULLY SOLICITED:

## EYE-SIGHT.



## MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD, CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER von WELSBACK Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

## Institutions.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.



## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED - -  
WATERS.

**NOTICE.**  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY \$10 per annum.  
WEEKLY \$15 per annum.  
The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is accessible to messenger. On envoys sent by post an additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is 30 cents per quarter.  
Single Copy Daily, ten cents; Weekly, twenty-five cents.

**MARRIAGE.**  
Oct. 7 at Kensington, H. W. P. MATHEY, to  
IRENE MAUD, daughter of the late C. H. M.  
Bosman, formerly of Hongkong.

**DEATH.**  
Sept. 28, at Alcombe, Grief, ISABELLA A., widow of G. N. Minto, late of Hongkong.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, Nov. 7, 1903.

**STABILITY OF EXCHANGE.**

THE WATER we use is THE PUREST that can be obtained, and is skilfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used,

GUARANTEEING ABSOLUTE PURITY.

**ENGLISH EXPERTS**  
Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivaled excellence and purity.

A. S. WATSON & CO.,  
LIMITED,  
ESTABLISHED 1841.

TELEPHONE NO. 254  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. E. C. CODE, 4th EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

**FURNITURE DEALERS.**  
DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. [72d]

**CARMICHAEL AND CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. i. Code.  
Liber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903. [355]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

[355]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

[355]

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## THE JUBILEE MEMORIALS

## HANDED TO THE GOVERNMENT.

## VICTORIA HOSPITAL.

Thanks to the brilliant weather and the numerous persons that assembled to witness the ceremony, the official opening of the Jubilee Hospital to-day was a most successful function. The front of the handsome, new building, a detailed description of which has already found a place in these columns, was most tastefully adorned with bunting of every colour, which floated gaily in the cool breeze, and red carpet was laid along the winding path leading from the road to the main entrance of the hospital. The hall was also traversed by a strip of carpet of a similar brilliant hue and the handsome pillars were prettily draped with flags. The work of decorating the edifice was executed by a group of sailors from H.M.S. *Tamar*, under the direction of Mr. J. Coyle, P.W.D.

For the past three weeks, the new staff has been busy preparing the interior of the building, and to-day the hospital is spick and span, ready in every detail for the reception of its patients. The evidence of complete preparation is everywhere, and especially in the bright, comfortable general and private wards in which the black varnished cots, white bedding, polished flooring and furniture bear witness to the enormous amount of work that has been done in so short a time. The aspect of the children's ward on the first floor, with its tiny beds and lilliputian furniture is particularly appealing to the sentiments of the visitor, and it is with a real sense of gratitude that one perceives that every possible measure has been taken, and every detail carefully worked out to ensure the comfort and well-being of the little sufferers.

Though we have already, in a previous issue, given a detailed description of the interior disposition of the building a brief summary of the accommodation will not be out of place. On either side of the entrance is an enclosed verandah running along the whole front of the building. From the entrance one penetrates into the hall, covered with tessellated tiles. A door to the right gives admittance to a room for a Sister and to the left to a private ward. There is also a larger private ward to the east of the building, and still to the eastwards there are two similar rooms with a verandah at the back. Separating the first block from the block northwards is a corridor. The convalescent room is to the west of the Sister's room adjoining the hall, and a large ward for children, capable of accommodating eight beds, completes the west wing of the main building. The boiler room is on the ground floor with coal stores, coolie quarters, European kitchen, coolie kitchen and latrines forming the central block at the back of the building, while the disinfecting, amahs' rooms, scullery, w.c.'s and baths are situated from it by a yard turfed with grass. Another set of servants' quarters with scullery, two w.c.'s and baths is laid out in almost precisely the same way as those for the amahs on the west, and is divided from the main block of coolies' quarters by a yard similarly turfed. Ascending to the first floor of the principal building it is seen that a Sister's room has been built immediately above the hall and to the right and left of it are the large wards. The verandahs, which are also enclosed, are laid out in exactly the same style as those on the floor below. The isolating ward and the operating theatre occupy positions on this floor: and the latter has a glass roof. A scullery and bathroom are attached, and on the extreme west side of the building is the dispensary, wardmaster's and amahs' rooms. The flooring throughout is of Singapore hardwood, the windows of China fir, with frames of teak and the staircase is of the same material. Gas and water is laid on throughout the building, a supply of the latter being pumped from the city to the summit of the hill above the hospital buildings, at an altitude of some four or five hundred feet, and there stored in a reservoir. The two general wards for women contain 24 beds, the single ward for children can accommodate eight, and the four private wards eight beds. In the isolation ward there will be one bed.

The Hon. Dr. J. M. Atkinson is in charge of the establishment, and the Nursing Staff, (under the orders of Miss Lea, Matron) consisting of Sister Schaefer and two nurses, will devote their care to the suffering inmates. The steward and clerk is Mr. Marques.

## THE OPENING CEREMONY.

H.E. the Governor, Sir Henry A. Blake, G.C.M.G., who was accompanied by Lady Blake and Sir John Keene (Private Secretary), arrived at the Hospital shortly after the appointed hour, and was met at the foot of the pathway by the Hon. Sir Paul Chater, Sir W. M. Goodman, the Hon. Dr. Atkinson, and the Hon. W. Chatham. There was already assembled a representative gathering of the leading civil and official members of the community, amongst whom were noticed several of the principal subscribers to the Jubilee Fund, including Sir W. M., Lady and Miss Goodman, the Hon. Sir C. P. Chater, C.M.G., (Chairman of the Jubilee Committee), Mrs. F. H. May, Sir Henry, Lady and the Misses Berkeley, Hon. W. Chatham, (Hon. Sec.) Hon. Dr. and Mrs. A.kinson, Mrs. Bell, Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Mr. J. R. Smith (Hon. Treasurer), Capt. Lyons, Dr. E. A. Liang, Messrs. Ho Fook, Ho Kong Tong, Lawrence Gibbs, Dyer Ball and S. W. Tso.

The Committee, having escorted His Excellency the Governor to the entrance of the Hospital, Sir Paul Chater addressed the assembly in an appropriate speech recapitulating the facts attending the inception of the plan and subsequent creation of the Public Memorial to the Gracious Lady, who might be justly described as the greatest Queen in history. He said he looked to the government for the completion of the Jubilee Road, which would practically encircle the island and point out its many beauties to the lover of scenery and nature. The total cost of the whole work in connection with the Jubilee Memorials was \$234,163.33.

In the course of His Excellency's reply, he reviewed the circumstances attending the laying of the first paving stone of the Jubilee Road, and alluded to the discussion which then originated concerning the military value of the same and the opposition offered to the project by the Commander-in-Chief. Continuing, His Excellency stated that he looked forward to the opportunity of the unique occasion which now presented itself to him of opening the Hospital—a fitting memorial to our late beloved Queen.

His Excellency then proceeded to open the main door with the silver key which had been presented to him by Sir Paul Chater.

The door opened, the Governor, accompanied by the Committee and those present, inspected the building in all its details. General satisfaction was expressed at the completeness of the structure, which is pronounced to be admirably adapted to its purpose. Messrs. Palmer and Turner are the architects, under whose supervision the Hospital was constructed.

## THE JUBILEE ROAD.

It may be remembered that some delay was experienced in proceeding with the road scheme, chief of which occurred in consequence of military objections to the line of road from Kennedy Town to Aberdeen. After much correspondence, including a memorial to the Secretary of State on the subject and assisted by the strong representation of the former General Officer Commanding the Garrison (H.E. Maj.-Gen. G. Wilson Black), the military objections were withdrawn on the following conditions:—(a) The road to follow generally the 150 feet contour. (b) The revetments on the seaward side of the road to form a 3 feet parapet. (c) The platforms over any nullahs on the road may cross to be easily removable, and (d) Protections to be formed at points suitable to serve as gun positions.

Messrs. Denison, Ram and Gibbs, architects, etc., were asked to submit a report and plan of a trace, made to prove the practicability of a road following the 150ft. contour from Kennedy Town to Aberdeen. The result was satisfactory, and after certain alterations were made on the trace a plan was submitted for the approval of the Director of Public Works. His approval was received in November, 1902, and on 22nd February, 1903, Messrs. Denison, Ram and Gibbs forwarded finished plans and specification followed on by nine tenders along with their own recommendations on same for the consideration of the Executive Committee. The matter at once engaged the attention of the Committee and on 28th March, 1903, Mr. David Wood, then the hon. secretary of the Jubilee Committee, by direction instructed Messrs. Denison, Ram and Gibbs to proceed with the work. Satisfactory arrangements were made with the owners of lots through which the road runs, and Mr. Lai A Ping having been engaged as contractor the work was commenced. Starting at Belchers Bay near the new Tung Wa Plague Hospital the road rises for the first half mile at a gradient of 1 in 20, and then proceeds 1/4 miles level, after which there is a rising gradient for half a mile of 1 in 30, followed by a similar falling gradient for another half mile. The road then runs level for 1/4 miles, after which it falls at a gradient of 1 in 20 for 880 yards and finishes up with a level mile. Of this length 4/5 is new road and 1/4 miles old. The road passes the French Mission, goes through the Dairy Farm and crosses the old Aberdeen Road about a mile to the Victoria side of Aberdeen. At the Aberdeen end a path has been made from the Mount Kellett Road, so that Peak residents can obtain access to the Jubilee Road without passing through Aberdeen village. The road which is 16 feet wide clear driving space crosses numerous nullahs and gullies, and ten bridges, with brick arches and white granite face work, and generally, of 10 feet span, have been built in the thoroughfare. The longest bridge has four spans of 10 feet each, and crosses a stream from the Loksfum Reservoir. The cost of the road was about \$112,000.

## WUCHOW TRADE REPORT.

One of the most interesting reports embodied in the *Returns of Trade and Trade Reports*, for 1902, is that dealing with Wuchow and the West River which we reprint from the annual volume forwarded to us by the I.M.C.:—

1<sup>o</sup>. Local.—The estimated net value of all river-borne trade at this port, i.e., of trade passing both by vessels of Foreign type and those of Native, was Hk. Tls. 14,952,707. Of this Hk. Tls. 6,585,374 is assignable to shipping of Foreign type and Hk. Tls. 8,367,333 to the junk trade. For comparative purposes one can, of course, only refer to the former, and here there was heavy decline in Imports of Hk. Tls. 2,146,107. Nature did not act with her usual solicitude, drought completely spoilt the crops for the 9th and 10th months, and in July floods swept the Liu-chou area, whence come our large supplies of Timber. During this period it is estimated that—viz. to the total value \$100,000 were prematurely carried adrift and broken by the racing current, while one wood firm alone is said to have suffered to the extent of \$60,000, and the loss to the Native Customs in Revenue may be assessed at 7,000. With a rerudescence of brigandage, with miscellaneous thieves, with but little to support life from the soil, it cannot be wondered that there was small demand for Piece Goods, etc., which, in any case, from gold standard countries would be expensive enough for a poor population. It has followed that those who could not support life in ethical form, and preferred to take to evil courses, have done so; and that Export expansion—ordinarily natural, but under the circumstances, singular—has been in the hands of the more honest, active, and better-to-do. The future of Wuchow is quite sufficiently rosy—artificial factors, e.g., railways, may come in, but trade routes in China are like tracks on a slow-drying cement, easily to be eradicated in the soft stage, but once formed only to be altered by pulverisation; and the cheap junk is an effective transporter of cargo in bulk. In gauging the prevalent brigandage it has been necessary to rely some-

what on the higher mathematical processes, especially that method known as "probabilities." There have neither been great battles nor protracted sieges, and the matter has been long drawn out because of the distress *ab initio*, the physical difficulties of the region, and the intangibility of the riff-raff—here, perhaps, 300 strong, there to less. In a general way, the Yunnan and Kweichow borders have been select haunts; and so, in a degree, of the difficult country in the Nanning area, and vicinity of Pin-chou—more especially towards Lung-an, Héang-chou, Yung-shun, Wu-hsien, and up to Liu-chou. A notorious fastness was Kuei-hsien and Chen-chiang. A serious mishap was the ambuscading and mortal wounding beneath the left arm of the well-known leader Ma Tung-ling, in July. At the close of August came the new Governor His Excellency Wang Chih-chun, relieving His Excellency Ting Cheng-to transferred to Shansi; and with the new incumbent came 1,500 Foreign-drilled Hunanese troops—neatly uniformed, with a creditable bearing, armed with Mausers. On the 19th October the Governor proceeded in person to Nanning via Hsin-chou and Kuei-hsien, and he is still in the interior. On the 4th July commenced a noteworthy rise of the river, and by the 17th the level stood at 68 feet 3 inches. Roughly speaking, the whole town without the walls then stood under water, the pontoons floated on a level with the roofs of the houses, on the parade-ground was 8 feet of water, the hills around alone afforded *terra firma*, and the possible forcible entry of a steam-launch by one's hall-door caused trepidation. The autumn examination produced no extraordinary talent; among the subjects set was a *tse lun* on (i) the anatomy of the human body, (ii) the constitutions of Foreign countries, (iii) a survey of the celestial system.

2<sup>o</sup>. Revenue.—The receipts from vessels of Foreign type have fallen Hk. Tls. 72,299 compared with 1901—mainly Import Duties and Transit Dues inwards. The gain on the effective 5 per cent. Tariff was Hk. Tls. 41,884, and on goods hitherto Duty free, Hk. Tls. 1,449. Revenue from junk trade (following the Native Tariff) totalled Hk. Tls. 142,324—chiefly from produce outwards. In a good year, therefore, on the present basis, the whole trade of the port should produce easily half a million taels, and I look to three-quarters of a million.

3<sup>o</sup>. Foreign Trade.—(a) Imports.—Whereas this ordinarily means a trade distributable over 100,300 square miles, it has in 1902 meant the import of necessities (including Rice from September to November—chiefly by junk, however), supplies locally and to the larger towns for the better-to-do, and stocks held—a result of Nature's antics. An essential reason, touching Piece Goods has been a failure of the Opium crop in Kweichow and Yunnan, Opium being a medium of exchange and barter. Handkerchiefs (the coloured, red-bordered kind, not hemstitched) form acceptable weddng presents—price \$1.50 per dozen. The Broadcloth (of good pile) favoured for gowns is blue, brown, black, and darkred; and a good gown, lined silk, will cost \$16 to \$18; with cotton, \$10 to \$12; and will last eight to ten years. Caps of the cricketing shape, made of inferior Spanish Stripes (from Germany), Flannel (from Germany), Japanese Cotton Cloth, or English Cotton Velvet, are preferred to the felt caps with flappers affected by the lower-tens—but here colour is a factor: blue, brown, yellow, and white with blue stripes are the shades fancied, and the articles are made up by native tailors in Hongkong. The French Mission, goes through the Dairy Farm and crosses the old Aberdeen Road about a mile to the Victoria side of Aberdeen. At the Aberdeen end a path has been made from the Mount Kellett Road, so that Peak residents can obtain access to the Jubilee Road without passing through Aberdeen village. The road which is 16 feet wide clear driving space crosses numerous nullahs and gullies, and ten bridges, with brick arches and white granite face work, and generally, of 10 feet span, have been built in the thoroughfare. The longest bridge has four spans of 10 feet each, and crosses a stream from the Loksfum Reservoir. The cost of the road was about \$112,000.

4<sup>o</sup>. Coast Trade.—(a) Original Shipments Coastwise.—Value, Hk. Tls. 266,843, chiefly Cattle to Canton.

(b) Reshipment Coastwise.—No remarks.

(c) Coastwise Arrivals.—Value, Hk. Tls. 174,688, chiefly Nankeens from Samsui. It is convenient to offer a few notes on the junk trade, inwards (up river) and outwards (down river). The principal centres embraced are Canton, Fatshan, Kuei-lin, Nanning, Liu-chou, Hsin-chou, Yü-jin, Lungchow. The principal items passing inwards, Cotton Cloth (233,865 pieces), Medicines (Hk. Tls. 25,101), Old Clothing (70,378 pieces), Silk Piece Goods (563 pieces, Hk. Tls. 2,148); and those outwards, Timber—Soft-wood, Hard-wood, Camphor-wood—(78,837 pieces), Rice (486,613 piculs), Cassia (61,926 piculs), Firewood (Hk. Tls. 320,700), Wood Oil (25,436 piculs). The estimated net value inwards was Hk. Tls. 928,733, and outwards, Hk. Tls. 7,438,600; but for a first year, allowance must be made in attaining accuracy. The busiest months were the 4th, 8th, 9th, and 10th, and the largest collection, Hk. Tls. 20,710, for the 8th moon, and the smallest, Hk. Tls. 6,120, for the 6th. As regards items of trade outwards, Timber stands uncontestedly first—alike for its quantity and excellent quality for house building and boat construction. It is grown in Liu-chou and Ching-yuan, and is floated down stream to Fatshan in huge rafts of 3,000 square feet—each raft being worth some \$1,000; and the fine pine, especially commanding a ready sale. The present year was not a good one, for causes already noted. Kwangsi has long had a reputation for production and quality of Ground-nut Cake, the best in the Empire, and passing throughout Kwangtung for manuring. The essential oil is also superior, but insufficient for local requirements, and consequently dear. Oil from Kwangtung, cheaper though not so good, has therefore been imported; while the Kwangsi kind has passed in wooden tubs to the richer folk in Canton and Fatshan. The first Ferreries (Ordinary) have found buyers at \$26; the new shales keep steady at \$16. Shell Transport can be placed at 18/- Taku Tugs are a shade firmer at Tls. 36. In Shanghai Tugs, further sales are reported at Tls. 55 and Tls. 50 for the ordinary and preference shares respectively.

Refineries.—We have heard of no business. China Sugars have inquiries at \$6.

Ships.—Hongkong, Canton and Macao steamboats have been placed at \$31. Indo-Chinas have further weakened to \$74. China and Manillas are again been done at \$10, and more shares are offering. Douglas Steamships have improved but close quiet at \$31. Star Ferries (Ordinary) have found buyers at \$26; the new shales keep steady at \$16. Shell Transport can be placed at 18/- Taku Tugs are a shade firmer at Tls. 36. In Shanghai Tugs, further sales are reported at Tls. 55 and Tls. 50 for the ordinary and preference shares respectively.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Britannia*.

From Australia, ex S.S. *Rome*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Wuchow, 7th November, 1903.

5<sup>o</sup>. Inland Transit.—(a) Inwards and (b) Outwards.—This has been treated incidentally.

6<sup>o</sup>. Shipping.—No remarks, save as concern the junk trade. Inward entries, 5,672 (3,661 with cargo, 2,181 in ballast); outward entries 6,899 (6,153 with cargo, 746 in ballast); local junk transporting transhipment cargo within the area of this port, 22,031 entries to and fro; total tonnage for the latter six months of 1902, 214,766 tons; largest junk, 189 tons (a sail junk); chief varieties of shipping cargo: junks, opium boats, passenger-boats, and the local cargo-boats with bulging hulls, styled the "big bellied." Everyone of the above is measured and registered locally by us, and carries a simple Pass Book, vised on each occasion of touching at the office. I cannot refrain from recording here the excellent spirit shown by the junk people, one and all, and their pleasant appreciation of attempts to ameliorate procedure.

7<sup>o</sup>. Passenger Traffic.—No remarks.

8<sup>o</sup>. Treasure.—Nil.

9<sup>o</sup>. Opium.—No remarks.

10<sup>o</sup>. Miscellaneous.—No remarks.

ERNEST ALABASTER, Acting Commissioner of Customs, Wuchow, 21st February, 1903.

COMMERCIAL.

WEEKLY SHARE REPORT.

Writing under yesterday's date, Messrs. Benjamin, Kelly and Potts state:—

A small investment business has been transacted during the past week. Indo-Chinas have experienced a further decline, otherwise rates show little or no change.

The Dairy Farm Company, Limited, has advertised its seventh ordinary yearly meeting of shareholders for the 19th November. The transfer books are closed from this date till the 19th instant, both days inclusive.

Banks.—A slight improvement in Hongkong and Shanghai Banks has taken place during the week, shares having changed hands at \$612. The London quotation has also advanced and close at £62. Nationals are still in request at £28.

Marine Insurances.—There is no business to report in stocks under this heading. Unions are firm at \$492, and China Traders continue in demand at \$60. Cantons, Yangtsze and North Chinas are all unchanged at the previous rates.

Fire Insurances.—Hongkong Fires are weak at \$320, and China Fires remain steady at \$90.

Shipping.—Hongkong, Canton and Macao steamboats have been placed at \$31. Indo-Chinas have further weakened to \$74. China and Manillas are again been done at \$10, and more shares are offering. Douglas Steamships have improved but close quiet at \$31. Star Ferries (Ordinary) have found buyers at \$26; the new shales keep steady at \$16. Shell Transport can be placed at 18/- Taku Tugs are a shade firmer at Tls. 36. In Shanghai Tugs, further sales are reported at Tls. 55 and Tls. 50 for the ordinary and preference shares respectively.

Optimal Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Wuchow, 7th November, 1903.

TO-DAY'S EXCHANGE.

ON LONDON	Telegraphic Transfer	10/11/10
"	Bank Bills, on demand	1/10
"	Credits, 4 months' sight	1/10
ON BERLIN	(demand)	M.R. 85
ON PARIS	Bank Bills, on demand	2.27
"	Credits, 4 months' sight	2.21
ON NEW YORK	Bank Bills, on demand	4.31
"	Credits, 30 days' sight	4.44
ON BOMBAY	Telegraphic Transfer	134
"	On demand	135
ON SHANGHAI	Telegraphic Transfer	74
"	Private 30 days' sight	80
ON YOKOHAMA, T.T.		862
Sovereigns, Bank's Buying Rate		51.17
Gold Leaf 100 tael, per tael		58.10
Silver		276

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW	@ 860/800
" LAST YEAR	@ 940/1,020
" OLDEST	@ 1,040/1,070
PATA NEW	@ 1,178
BENARES NEW	@ 1,115
PERSIAN (PAPER)	@ 800/820

Co-day's Advertisements.

EXCURSION TO MACAO.

THE Steamship

"PAK-KONG,"

Capt. E. J. Page, will leave her usual Wharf, beyond the Canton Steamboat Co.'s Wharf, (West), for Macao at 8.30 A.M. on SUNDAY, 8th, and MONDAY, 9th inst., returning from Macao at 6.30 P.M.

Return Tickets \$1 each to be had on board.

Meals can be had on board.

Messrs. RITCHIE & CO., 39 Des Voeux Road, Hongkong, 7th November, 1903. [1339]

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHE LLOYD, HAMBURG-AMERIKA LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOH

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 7th November.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.	
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.	
GLASGOW and LIVERPOOL	"YANGTSZE"	On 12th December.	
S.S. "ULYSSES"	has arrived and leaves for Shanghai on Monday.		
S.S. "OANFA"	left Singapore and inst. and is due here 7th inst.		

## HOMewardS.

FOR	STEAMERS	TO SAIL	DUE
LONDON & ANTWERP	"TANTALUS"	On 10th November.	
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 20th November.	
LONDON & ANTWERP	"POLYphemus"	On 24th November.	
MARSEILLES, LIDON & AWERP	"HYSON"	On 8th December.	
LIVERPOOL	"ACHILLES"	On 15th December.	
MARSEILLES, LIDON & AWERP	"PROMETHEUS"	On 22nd December.	
MARSEILLES, LIDON & AWERP	"DARDANUS"	On 5th January.	
S.S. "NINGCHOW"	from Tacoma via Japan is due here 15th inst.		

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	DUE
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 11th November.	
ALL PACIFIC COAST PORTS	"PELEUS"	On 20th November.	
NAGASAKI, KORE and YOKOHAMA			

S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th November, 1903.

[8]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS.	TO SAIL	DUE
CHINKIANG (DIRECT)	"HANGHOU"	9th November, at 5 P.M.	
TIENTSIN	"KWEIYANG"	9th "	
SHANGHAI and DALNY	"NINGPO"	10th "	
MANILA	"SUNGKIANG"	11th "	
KOBE	"CHANGSHA"	13th "	
MANILA	"TSINAN"	17th "	
POR DARWIN, THURSDAY ISLAND,			
COOTOWN, CAIRNS, TOWNS-			
VILLE, BRISBANE, SYDNEY and			
MELBOURNE	"TSINAN"	17th "	

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

\* Taking cargo on through Bills of Lading to all Yangtze and Northern-China Ports.

\* Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th November, 1903.

[7]

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)...	SATURDAY, 14th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	—	—
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 6th November, 1903.

[1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail  
"INDRAPURA" 4,899 A. E. Hollingsworth Nov. 14, 1903.

"INDRASAMHA" 5,197 W. E. Craven Dec. 14, 1903.

"INDRAVELLI" 4,899 R. P. Craven Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[1266c]

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.  
FOR FOOCHOW\* "ANPING MARU" J. Goto MONDAY, 9th Nov.  
FOR TAMSUI\* "DAIJIN MARU" T. Ogata TUESDAY, 10th Nov.  
FOR TAMSUI\* "DAIGI MARU" T. W. Groves SUNDAY, 12th Nov.  
FOR ANPING\* "MAIDZURU MARU" K. Akashi SUNDAY, 12th Nov.

\* Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Impérial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers from Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 6th November, 1903.

[1279e]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-

SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Un-

rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903.

[1284e]

STEAM TO CANTON.

T HE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommo-

dation for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4—Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[1284e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

D EPARTURES from Hongkong, on Week

Days, at 8.30 A.M.; from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Cabin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$6 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

[1073e]

FOR-KOBE-NAGASAKI AND VLADIVOSTOK.

T HE Steamship

"KOWLOON,"

Captain Stehr, will be despatched for the

**Shipping.****Arrivals.**

*Chusan*, Br. s.s., 2,852, Palmer, 6th Nov.—  
Bombay 21st Oct., and Singapore 1st Nov.,  
Mails and Gen.—P. & O. S. N. Co.  
*Izumi Maru*, Jap. s.s., 2,302, Yagi, 6th Nov.—  
Singapore 31st Oct., Gen.—N. V. K.  
*Rohilla Maru*, Jap. s.s., 2,399, Bent, 6th Nov.—  
Manila 4th Nov., Gen.—T. K. K.  
*Kwongshau*, Br. s.s., 1,427, Lake, 7th Nov.—  
Canton 6th Nov., Gen.—J. M. & Co.  
*Hangchow*, Br. s.s., 999, Mawley, 7th Nov.—  
Canton 6th Nov., Gen.—B. S.  
*Hong Moh*, Br. s.s., 3,555, Dawson, 7th Nov.—  
Singapore 1st Nov., Gen.—Chinese  
Ellen Rickmers, Ger. s.s., 995, Heinrichsen, 7th Nov.—Moji 1st Nov., Coal.—A. K. & Co.  
*Anping Maru*, Jap. s.s., 1,053, Goto, 7th Nov.—  
Foochow 5th Nov., Gen.—O. S. K.  
*Wosang*, Br. s.s., 1,127, Malvin, 7th Nov.—  
Swatow 6th Nov., Gen.—J. M. & Co.  
*Ulysses*, Br. s.s., 2,282, Bevan, 7th Nov.—  
Singapore 1st Nov., Gen.—B. S.

Clearances at the Harbour Office.

*Sun Cheong*, for Canton.

*Pak Kong*, for Macao.

*Hallan*, for Pakhoi.

*Anpho*, for Amoy.

*Kwongchow*, for Canton.

*Chauwat*, for Wuchow.

*Anping Maru*, for Swatow.

*Michael Jansen*, for Hoihow.

*Haitoong*, for Swatow.

*Itsumi Maru*, for Kobe.

*Aihoi*, for Tientsin.

*Yuenlong*, for Amoy.

*Wosang*, for Canton.

*Ilha Verde*, for Macao.

*Claverling*, for Moji.

*Wingchau*, for Macao.

*Rati*, for Singapore.

*Ching Wo*, for Moji.

*Hongmok*, for Amoy.

*Dr. Hans Jerg Kier*, for Manila.

*Ulysses*, for Shanghai.

*Hingchau*, for Cinkiang.

*Anura*, for Moji.

*Prima*, for Kuratsu.

*Hoihao*, for Hoihow.

**Departures.**

Nov. 7.

*Bengal*, for Europe.

*Zafiro*, for Manila.

*Paul Revere*, for Newcastle.

*Pelayo*, for Shanghai.

*Oscar II*, for Kutchinotzu.

*Erg*, for Canton.

*Chusan*, for Shanghai.

*Ulysses*, for San Francisco.

*Hinung*, for Hongay.

*Haitoong*, for Swatow.

*Yuenlong*, for Manila.

Passengers arrived.

Per *Hong Moh*, from Singapore—916 Chi-  
nese.

Per *Izumi Maru*, from Singapore—Lieut.-  
Col. P. F. O'Connor.

Per *Chusan*, for Hongkong from Bombay—

Mohamed Karim—From London—Rev.—and

Mrs. J. A. France, child and infant, Misses

Moore, Britton, Mrs. Stephens, Messrs.

D. F. Ranson, Morley, W. Torar, Lieut.

Miss Simpson, Rev. Kegle, and Lieut.

J. A. Gregory, from Gibraltar—Mr. M. Mira

Perez, from Marseilles—Capt. S. R. Fre-

mantle, Fr. A. Brindisi—Mr. C. H. Falcon,

From Aden—Mons. de la Taille, Mons. and

Mrs. C. David, Messrs. Kikontski and R. L.

White, From Singapore—Mr. and Mrs. Wong

Ah Hoon, Messrs. E. B. Iredwin, Sirdar Khan

Casifia and 2 assistants—For Shanghai from

London—Sister Seabe, Miss Gible, Revs. S.

Lee, H. Jewett, Mrs. Gelley and child, Rev.

Pillow, Mr. and Mrs. H. Whistler, child, 2

infants and Nurse (Miss Arrowsmith), Rev. and

Mrs. Gedye, child and infant, Miss Brewer,

From Marseilles—Mrs. Vivibile, From Aden

Madame Harmand, Capt. Mutter, Messrs.

Muller, Freiheit, and Mons. Collonico, From

Singapore—Messrs. Goh Say Tak and Koh

Leap Cheng.

Per *Ulysses*, from Singapore—492 Chinese.

Per *Wosang*, from Swatow—Messrs. Gold-

tin, Merlin, and 104 Chinese.

Passengers departed.

Per *China*, for Shanghai—Messrs. Chas.

Roth, G. J. Altman, L. Goetschel, Gee Wo

Chan, E. H. Workman, Rev. H. V. Norris,

Messrs. R. Schweitzer, Ko Kee Him, and 1

Japanese—For Kobe—Col. Harry R. Duval

(of the New York Central Ry.), Mrs. Duval, and

Mr. C. L. Duval, For Yokohama—Dr. L. W.

Bishop, and Mrs. Grace Hooper, For Hon-

olulu—Mrs. J. W. Brewster, Messrs. Lum Ching

and Sam Liu, For San Francisco, &c.—Mr. J.

W. Brewster, Misses L. Cohn, P. Cohn, Mr.

Arthur Cohn, Miss F. Kincaid, Major G. Wy-

land, Miss Yee Moy, Mr. M. L. Applegate,

Dr. J. W. Annesse, Rev. P. H. Gardner, Dr.

Niederlein, Manager of the Philippine Govern-

ment exhibits at St. Louis, Messrs. D. J. Ryan,

Goldborough, C. E. Munsey, E. J. Colm, A.

Manning, Mrs. Look, Yek Kwei, and Baby,

Mrs. Becker, Capt. E. B. Cassatt, Messrs. R.

M. Corvine, Z. C. C. Collin, Henry Dunkley,

E. E. Hill, Mrs. Holcomb, Mr. Iwashita, Mr.

and Mrs. H. D. C. Jones and child, Miss Jones,

Mrs. Juruda, Miss I. Kawaski, Messrs. S. B.

Brilliant, Br. brg., 3,609, Cowlishaw, 23rd Oct.,

Shanghai 16th Oct., Gen.—S. O. Co.

Helena Wyman, Am. brg., 1,511, Vanhorn, 10th

Aug.—Singapore 1st Aug., Ballast.—Master.

Lillebonne, Am. sch., 788, Finman, 6th Oct.,

Manila 18th Sept., Ballast.—D. & Co., Ld.

Rose, Br. brg., 793, Pav, 7th Oct.—Fremantle

20th Aug., Sandalwood—S. & Co.

SAILING VESSELS.

Chusan, Br. s.s., 2,852, Palmer, 6th Nov.—

Bombay 21st Oct., and Singapore 1st Nov.,

Mails and Gen.—P. & O. S. N. Co.

Izumi Maru, Jap. s.s., 2,302, Yagi, 6th Nov.—

Singapore 31st Oct., Gen.—N. V. K.

Rohilla Maru, Jap. s.s., 2,399, Bent, 6th Nov.—

Manila 4th Nov., Gen.—T. K. K.

Kwongshau, Br. s.s., 1,427, Lake, 7th Nov.—

Canton 6th Nov., Gen.—J. M. & Co.

Hangchow, Br. s.s., 999, Mawley, 7th Nov.—

Canton 6th Nov., Gen.—B. S.

Per *Shawmut*, from Manila—Mr. M. L.

Stewart, Mr. Allan G. Blaker, Capt. Chas. S.

Wallace, Chaplain, Capt. P. P. Curey, Lieut.

Nolan V. Ellis, Mr. F. D. Johnson, Miss Kate

Dona, Messrs. John Abramson, Lowell Conates,

Peter H. McCann, David Quigley, William J.

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HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

#### DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

#### CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

#### PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

#### DRASS GOODS.

Tweeds, Serges, Meltons, Fezies, Hopsacks, and full range of Fancy Dress Materials, always on hand.

#### GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

#### HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

#### SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

#### CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

#### RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

#### LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

#### LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

#### BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

#### CORSETS.

In the following makes—Madam, Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

#### THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

#### THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

October 24th.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

## GENERAL DRAPERS & HIGH CLASS DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

#### UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

#### HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannellettes in large variety.

#### LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilecias, Black, Backs, &c.

#### BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

#### CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Cretonne, and Chincelle.

#### TABLE COVERS

In all the newest designs and makes.

#### CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

#### QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

#### IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

#### HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

#### DOMESTIC.

Zinc Scullery Baths, Bedroon, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

#### GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

#### TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

#### DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

#### FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

#### OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-made.

#### GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

#### TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

#### LADIES' HAT BOXES.

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

#### SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

#### CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,  
MANAGER

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 4300.

日九月九十九十二精光

SATURDAY, NOVEMBER 7, 1903.

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號七月一十英港香

\$13 PER ANNUM.  
SINGLE COPY, 35 CENTS.

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The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Mr. W. Morgan Shuster.

Canto Notes.

Tientsin.

Yong Am-Pho.

Russian Railway Scheme in Mongolia.

The Trans-Siberian Rail Route.

Destructive Fire in Manila.

Philippine Island Exhibits.

About Japan's Big Rice Crop.

Warships at Kobe.

Accident to a Russian Steamer.

The E. & A. Co.'s S.S. Empire.

The Pacific Cable.

"Cocktails" for Five.

Hongkong Bound Ship.

The Canadian Pacific Railway.

British & Foreign Shipping.

An Increased Gold Production.

Japan and Mexico.

Commodore!—

Punjams.

Raub Report.

Shanghai Share Report.

Freight and Coal Markets.

Rice.

Exchange.

Opium.

Local and General.

**BIRTH.**  
At "Jan-Mor," Hongkong, on the 6th inst., the wife of J. WATT JAMESON, of a son. [1335]

**DEATHS.**

On the 25th October, Mrs. M. A. d'ALMEIDA, at her residence No. 75 Serangoon Road, Singapore.

On the 30th October, at Burlington, Vermont, U.S.A., CHARLES SEYMOUR, for many years United States Consul at Canton.

**The Hongkong Telegraph**  
MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, Nov. 7, 1903.

### EDUCATION IN CHINA.

IV.

(2nd November.)  
We have already pointed out in previous articles that classical education in China is faulty in its relations to teachers, pupils, science, and society. It knows nothing of teaching as a specialty, a profession, a calling. It neither inspires nor satisfies in the pupil a craving for truth. It makes no effort to dispense error, establish truth, or add to the sum total of human knowledge. It undertakes to educate, not in the interests of society, but of a class. It does not recognize the right of society to be instructed, and so society suffers. The prevailing spirit of Chinese scholarship is, in its unprogressiveness, its insincerity, its arrogance; the direct opposite of what the scholarly spirit should be. Defective as it is the system is at least better than none at all; but the narrowness of its application to the needs of society is deplorable. It is admirably adapted to the support of despotism; for it offers the most attractive reward to talent to enlist in the service of an absolute government, and it pushes the masses of the people back into the gloom of hopeless ignorance. The scheme is adapted to train in one direction only, and that is to impress men with the duty of supporting the State and to qualify them for doing it. It absolutely ignores the educational needs of the private citizen, and it knows no claim of woman to the tree of knowledge. In the present article

we shall call attention to the defectiveness of the system in what it promises to do for its charges, the obligations it assumes for those who undertake to secure an education. There are manifestly two parties to the educational contract, the system and the student. The one has something to give; the other has something to receive. The system has an aim. It proposes an end to be secured. There is necessarily a preliminary conception of the meaning of education underlying any system as the foundation of its superstructure. The key to the Chinese idea of education is to be found, in the teaching, of the wise men of the country with regard to the five cardinal relationships. The possibilities of human relationship are supposed to be exhaustively comprehended in those that exist between ruler and inferior, between father and son, between husband and wife, between brothers, and between friends. Of these, two—the relation of ruler to all under him and of father to son—are especially emphasized. And with regard to the first it may be said that, probably for political reasons, the early commentators transferred the loyalty due from the citizens to the State to the person of the sovereign, and so emphasized this duty as to make it overshadow every other virtue. This impression made on the masses was greatly to the advantage of the ruler. It was perpetuated and strengthened by the *ku* *tuan* required in the presence of the magistrate as the local representative of the Son of Heaven. Reverence for the supreme ruler inculcated by the teaching of the schools was augmented by the fear of his autocratic power and by the superstition naturally attendant upon his seclusion from popular view. The schools were compelled to teach in accordance with the will of the despots, and woe betide the unlucky neck of the scholar who should dare openly to give a different, more tolerant and sensible interpretation of the utterances of China's great sages. Reward lay one way; ruin, disgrace, and death the other. It would not have been difficult to prophesy which way Chinese scholarship would choose. Nor, with this in mind, is it hard to account for the stereotyped instruction that is given in the schools. The government has viewed education as a tool to be used exclusively for its own purposes. It has never conceived of it as a means of improving the condition of the common people, of making them happier, better, or more useful to one another. As another writer has said, "The object of education in China has been to impress upon each successive generation traditional ideas and customs, and thus prepare it to take its place naturally in the established order of society. It does not aim at a development of the human faculties—it is simply a cramming of the memory." And the material it crams is simply a series of politico-moral maxims, which, with the standard, stereotyped interpretations, are calculated to indoctrinate the people with the idea of reverence for the supreme ruler and his representatives, and to perpetuate his absolute power. In other words, education is conceived and conducted entirely in the interests of a system of government and not in the interests of the people. In so far as it is obliged to look towards the people it merely provides a cumbersome, inflexible medium for conveying thought, the crudest possible appliances for instruction, and it strictly limits the ideas conveyed in instruction to those that will aid in its main purpose of perpetuating the rule of a despotic monarch. All knowledge and training is neglected and frowned upon which does not conspire to this end. Every recognition of the rights of the people to an education that shall fit them for living and be of real benefit to them is disconcerted. Education exists for the ruler, not for the people. In contrast with this narrow view and aim of education in China let us see what conception of the subject prevails among educators in Western lands. Take first a French author, Gabriel Comparyé, Deputy Doctor of Letters, and Rector of the Academy of Poitiers. He says, "From the knowledge of man, the duality of body and mind, and from the diversity of the mental faculties, it follows that education comprises several divisions, which correspond to the essential divisions of the human being." And he quotes approvingly the words of Laboulaye, another French educationist, saying, "The end of education is to permit each individual to attain the most complete development of his body, mind, and heart." Next take the words of an English writer on this subject, the Rev. Edward Thring, M.A., Head Master of Uppingham School, late Fellow of King's College, Cambridge. He says, "By the word 'education' is meant the best training for the young with a view to their after-life." And again, "True education is not

ing less than bringing everything that men have learnt from God, or from experience, to bear first upon the moral and spiritual being by means of a well-governed society and healthy discipline, so that it should love and hate aright, and through this, secondly, making the body and intellect perfect, as instruments necessary for carrying on the work of earthly progress; training the character, the intellect, the body, each through the means adapted to each." Finally, hear Nicholas Murray Butler, Ph.D., President of Columbia University, United States. After remarking that education cannot be identified with mere instruction, he proceeds to inquire what the term means, and he answers as follows: "It must mean a gradual adjustment to the spiritual possessions of the race. Those possessions may be variously classified, but they certainly are at least five-fold. The child is entitled to his scientific inheritance, to his literary inheritance, to his aesthetic inheritance, to his institutional inheritance, and to his religious inheritance. Without them he cannot be a truly educated or a cultivated man." It will be observed that all of these writers conceive of the aims of education and the duties of the educator as being determined, not by any class interests, but by the constitution of human nature, the needs of society, and the just claims of every individual member of society. In contrast with this, it will be seen that in one single line alone can it be allowed that Chinese education fulfills its charges. It does attempt to make its students acquainted with their literary inheritance. And yet even here its exclusive attention to the literature of China is fatal to the broadest culture. Western schools study impartially the literature of all lands, with a view to enriching the minds of their students with the best thought of all mankind in all ages. China lays before her student class only her own literature, and even that with a mark of discredit upon all that does not bear the stamp of remote antiquity or of prescribed interpretation. How can even the best literary culture such a system can give be other than narrow? But when we consider that every other line of culture summarized in the above quotations is utterly neglected, surely we cannot be charged with pessimism if we declare that hope placed in the present system as capable of developing a national character that will make China a blessing and not a curse to the world at large, is entirely without foundation. We should naturally expect the defectiveness of such a scheme of education to become glaringly apparent when its results are brought into contact with the results of the broader and more sympathetic culture of Western lands. The inferiority of China's system is so conspicuous that it, groaning, brings confessions from the more thoughtful of her own scholars. The great Viceroy, Chang Chi Tung, in his volume *China's Only Hope*, is led to exclaim—"If the ruling classes conclude to remain befuddled, indolent, aimless, braggart, useless, ignorant, and not *tung*; if they elect to continue hopelessly proud, overbearing, sitting complacently in their places whilst the country is going to pieces and the Holy Religion is being eradicated; although they may adorn themselves with all the regalia of Confucius and quote long and elegantly from the Classics; although they may compose extended essays on ancient subjects and talk learnedly about Moral Philosophy, the whole world will forever reproach and revile them, saying, 'Behold the scaphegrace of Mencius and Confucius!'" It should be borne in mind that the Viceroy was pleading for the modernizing and Westernizing of the national scheme of education. Against the results of this antiquated and unreal system of so-called education there must be written, by the admission of the most thoughtful of even the Chinese themselves, the word FAILURE! The training of the schools is surely responsible for these two products,—the scholar as we see him, and society as it exists. How are we to describe these two products? The Chinese Scholar, what kind of a man have we in him? If a composite picture were to be made that would represent the average it would be of a man with all the natural instincts of spontaneity and frank expression repressed, empty of all practical knowledge, and general information, full of bigotry, conceit, and empty verbiage, without manliness, or capacity, or any other redeeming quality except a knowledge of a few thousand characters and a few hundred books, a conscienceless, characterless being, who, measured by Carlyle's rule of "how much can die lies under his hat," must be regarded as a veritable pigmy, a factor of very limited and sometimes even questionable utility in society. This is one of the products of the much-lauded system of Chinese education! A system it does indeed appear to be, but a system of stunting and dwarfing and polson-

hard-earned gains. At this particular epoch, when the destinies of this brave and enterprising race are menaced by the ambitions of the colossal Power in the North, when in a few short weeks, perhaps days, the country may be called upon to strive with all its might, its means, its manhood to preserve to itself the place among nations it so gloriously attained but yesterday, this anniversary of its Emperor will be kept with a rejoicing tinged with solemnity. When in 1894 Germany, France and Russia joined in robbing Japan of the laurels won in her war with China, the whole nation arose in wrathful indignation at the brutal insult offered to their Ruler, but the coalition was overwhelming and it would have been suicidal to resist. Wisely the Emperor saw this and calmed the angry clamours of his people, but the nation has neither forgotten nor forgiven the affront. Apart from our alliance with the nation of Nihon, the sympathies of the majority of the British people are assured to the sturdy and enterprising wharves and godowns in the Back Reach, on the Honam side of the river, which, when completed, will not only enable steamers to have quick dispatch, but will prove a great commercial boon to the port generally. This work is almost completed though, when first commenced, several obstacles presented themselves in the form of large sunken rocks in front of the proposed site; but these have now all been blown up and a clear fairway obtained to any wharf that may be built at any reasonable distance from the new building. This will allow steamers to arrive, discharge and leave port on the one tide; formerly boats have been known to remain in port, owing to coolie strikes, etc., for over 15 days. In December last rules were enforced compelling all steam-launches to undergo inspection by the Customs' surveying engineer, Mr. Appleby, and, as a consequence, there have been less accidents. Under the heading "Piracy and robberies on the waters," the report says: "Piracies still continue to occur. It is well known that, from time immemorial, the Delta has been the happy hunting ground for pirates. While native junks only traversed inland waters little was heard of piracy cases; but now that steam-launches are plying everywhere, every attack is recorded and, in many instances, magnified into a very serious affair. The most glaring instance was that of a British subject named Evans, who was attacked by pirates near the Bogue Forts while on a voyage to Hongkong in a junk, and succumbed to his wounds a few days after. It is due, however, to the Chinese authorities to state that strenuous efforts are being made by them to suppress piracy, and that a more thorough system of patrolling and searching is being introduced."

### CANTON TRADE IN 1902.

(4th November.)

We tender our thanks to the Kowloon Station of the Imperial Maritime Customs Service through whose courtesy we are in receipt of Part II. of The Returns of Trade for the year 1902. The report on Canton trade for last year contained in this interesting work is indeed worthy of notice. It has sometimes been asserted by our contemporaries, and as often refuted in our columns, that there were visible indications of depression in the trade of this port, whereas, it is now evident, from the report to hand that the volume of commerce in Canton has increased considerably during the twelve months recorded therein. On the whole, it would be difficult to consider 1902 as anything but a good business year for the capital of the South. It is probable that the judges of trade were led to their opinion by the adverse circumstances with which business has had to contend—such as the drought and the subsequent serious damage to the first and second rice crops, though they forgot that this brought a record quantity of shipping to the port, and with it a consequent trade in other directions. In one quarter (the last) of the year over 1,961,190 piculs of rice was imported. The net trade of the year, showing an increase of Hk. Tls. 19,754,443 over the previous twelve months, reached Hk. Tls. 79,744,707, this being the highest figure yet recorded at this port. Probably some of this increase may be attributed to the taking over by the Foreign Customs of the Native Customs, on the 17th February, 1902, and the outlying stations on the 15th May, 1902, and, although the Commissioner does not date his report till the last day of February, 1903, he states:—"A comparison of statistics would not be sufficiently reliable for publication, consequently we are unable to ascertain to what extent the foregoing figures are affected by the transfer. The matting trade, an important speciality on the West River, was excellent, the export giving 260,000 rolls, representing a value of Hk. Tls. 1,773,841, and the monopoly of transit granted to certain imports and exports, formerly carried by junks but which are now transported in foreign bottoms. The drought checked the progress of all agricultural products and brought about a complete failure of the autumn rice crop, necessitating the importation of large quantities from neighbouring countries, the value of which exceeded by Hk. Tls. 6,308,017 the value of rice imported during 1901. The transit-pass system reduced the value of trade and shippers of kerosene profit by the same to escape the *likin*, *ching-fee* and *tso-li* taxes. Nearly all the oil imported is now shipped either by tank-steamer or in small sailing crafts and lighters under foreign flags. The importation of kerosene by junk decreased from 15,216,914 gallons in 1901 to 4,419,060 gallons. The total collection, exclusive of the granary tax, for the year amounted to Hk. Tls. 356,076 against Hk. Tls. 404,450 in 1901—a decrease of Hk. Tls. 48,373, or 13 per cent. An endeavour to induce kerosene oil shippers to revert to the shipping of their goods in junk was made by reducing in September, the *ching-fee* from 5 to

the second crop of the year was also a very short one, its estimated shortage being reckoned at 30 per cent. Consequently, the price of straw advanced about 80 per cent. per picul; but against this, there is no duty on straw, and the raw material is carried by matting strait contractors freight-free. Also the new duties in Japan have handicapped the trade in that country, causing an increased demand for

cents a case of two tins, but with very small results. In consequence of the failure of the autumn crop the export abroad of rice and paddy was prohibited from the 19th October. The value of foreign imports, which shows a total of Hk. Tls. 22,092,223, indicates an increase, when compared with the figures of the preceding year, of over three million taels. This is due, in a large proportion, to the importation of rice and paddy from abroad, to satisfy the deficit caused by the short crops in the province. The importation of foreign grain amounted to 5,223,361 piculs, valued at Hk. Tls. 11,787,432 as against 3,588,510 piculs, value Hk. Tls. 5,379,415 in 1901, being an increase of 1,634,851 piculs, value Hk. Tls. 6,408,017. Opium also shows a further increase. Cotton goods and Indian yarn show a decrease, while shirtings and cambrics indicate a slight improvement. Woollen fabrics, yarn and cord, iron, tin kerosine and sundries show a decline. In the exports, shipments to Hongkong aggregate a value of Hk. Tls. 17,682,574, being the lowest figure since 1892 and less by Hk. Tls. 5,237,134 than in 1901. For this falling off silk and its products are accountable for Hk. Tls. 2,869,212. The important decreases in exports do not necessarily indicate a loss of revenue, but are chiefly due to fiscal changes, and the handing over of the Canton Native Customs to the control of the I. M. Customs at that port, where a corresponding increase should be observable. Under the heading of "shipping" the report gives the total number of steam-launches in ballast reporting at the stations, in 1902, as 4,986, showing an increase of 555. The number of junks passing inwards was 22,860—an increase of 48—and those going outwards amounted to 22,775, i.e., 210 over the figures of 1901. The import of foreign opium increased by 223 piculs, the total being 999 piculs; this may be attributed to the absence of rain in the early and latter parts of the year, causing a failure in the native opium crops. Piracy has made itself felt on the West River and a few isolated cases are reported from Samut as having occurred in Mys Bay. The net value of the year's trade was Hk. Tls. 46,784,280.

#### THE TORPEDO IN NAVAL WARFARE.

(6th November.)

The successful trials recently directed against H.M.S. *Belleisle* have resulted in proving the important role that will be played by the torpedo in future maritime warfare. This much battered old warship now lies on a mud bank in Portsmouth harbour, where she was moored as a target for an 18-inch Whitehead torpedo. The *Belleisle*, on this occasion, was specially fitted to resist a torpedo attack, the trial being mainly for the purpose of testing the value of corn-pith cellulose as a protective medium. The result proved conclusively the absolute ineffectiveness of any such defence. An 18-inch torpedo was fired at the protected part, the cellulose was instantly scattered and a hole ten feet in diameter blown in the ship's side. The wreck might be described as appalling; bulkheads and stanchions were shattered and blown in as if they had been tin-foil, and the ship settled down at once in shallow water, where she lies at present submerged. The problem that now presents itself is how to raise her. In the case of a ship that has gone down in comparatively deep water salvage operations can be carried on without any great difficulty. Upon a mud-bank, however, in a place like Portsmouth harbour, where the tides are unusually strong, sand and mud held in partial suspension by the water begins to silt up very rapidly and, added to this difficulty, the salvage operations can only be carried out at certain times of the tide when a steamer can get alongside. The hole lies buried in the mud with all the mass of the ship resting on it. That the ship will eventually be raised there is not the slightest doubt; but the operations will prove a good deal more expensive than was at first estimated. The examination has meanwhile shown again how terrible and effective a weapon the torpedo is. With its recent addition, the gyroscope, which steers it unerringly to the target from a distance of two thousand yards, it compares very favourably with the gun armament of a battleship which, directed at the structure above water, has to compete with all kinds of protection in the way of armour before it can put a ship out of action. The present gunnery practice is carried out at a distance of about eighteen hundred yards—a shorter range than the torpedo. In a fleet action it is probable that the fear of torpedo attack would keep the enemy at a distance of a good deal over two thousand yards, for there is no protection against torpedoes, other than nets, which would so hamper a fleet in its movements that it is doubtful if they would in most cases be used. A single torpedo-boat might easily account for two battleships at night and escape without any serious damage to herself from the guns. Apart from this, the range at which the Whitehead puts a fleet action renders it imperative that good practices with guns at longer distances than at present

favoured should be obtained. Recently, in these columns, we commented upon the important modifications which are about to be made in the equipment of the Hongkong torpedo-boat flotilla. Now that the enormous value of the torpedo, fitted with the new automatic self-steering gear, or gyroscope, has been proved past all question, it is to be hoped that the changes decided upon will receive execution with the least possible delay. The conclusive experiments on the *Belleisle* have considerably increased the importance of the torpedo-boat as a unit in the defence of a port against attack from an enemy's fleet and, in all probability, the fact that our flotilla is about to be thoroughly overhauled and re-boilered is proof that our naval experts have fully appreciated the immense services these handy little vessels are capable of rendering.

#### TAMMANY AND REFORM.

It is clear that the victory of the Tammany nominee over the reform candidate for the Mayoralty of Greater New York was not altogether unexpected judging from American exchanges to hand informing us that the election this year was to be heightened by the possibility that some of the former "fusion" forces might be led into going over to Tammany. The nomination of Mr. George B. McClellan by New York Democrats was thought to be the event for which all the non-committal leaders were waiting, and while the great majority of the newspapers supported the re-election of Mr. Seth Low, the opinion of New York journals, and that expressed in the ballots, showed a marked divergence. Last year the blame for the unmistakable Democratic verdict was given by most of the New York publications to Mr. Low whose administration caused "widespread and deep dissatisfaction," while according to the *Evening Post*, a journal friendly to the Fusionists, the reform mayor needed reformation, and big odds would have to be overcome this year. It was asserted that the greater New York Democracy opposed the renomination of Mr. Low because they were anxious to bring to an end the power of President Roosevelt and Governor Odell, and it was their firm conviction that the President could not carry the state next year unless a Republican mayor was elected in New York city this year. In nominating Mr. McClellan, on the 1st October, Mr. John J. Delaney, is reported as saying, "There is no hope for the Democrats to carry the United States unless we carry the State of New York, and we cannot carry the State of New York unless we carry the city of New York. We must nominate here a man of patriotic blood: a man who has never boasted of his ancestors, but has stood upon the ground: a man himself." Upon the name of Mr. McClellan being put to the vote 434 names were recorded in his favour, and 219 supported the nomination of Mr. Justice W. J. Gaynor. The boroughs of Manhattan and the Bronx, Queen's and Richmond went solid for Mr. McClellan while the Brooklyn delegates, with the exception of one man, voted for Mr. Gaynor. Mr. E. M. Grout was selected for Comptroller and Mr. C. V. Fornes for President of the Board of Agriculture. In Greater New York last year the Social Democratic vote was close on 15,000 as against 9,000 in 1901, and judging from the fact that another large majority has been recorded it would appear that Tammanyism is so deeply rooted that Republicanism will find it difficult to overturn this increasing Democratic plurality.

#### ELEGRAMS.

##### HONGKONG TELEGRAPH" SERVICE.

##### RUSSIAN AGGRESSION.

##### MUKDEN REPORTED SEIZED.

(From Our Own Correspondent.)

SHANGHAI, 3rd November, 12.6 p.m.

It is reported from Peking that Russia has seized Mukden.

##### STARLING COMPLICATIONS IN THE NORTH.

##### RUSSIAN PERfidY.

SHANGHAI, 8th November, 10.6 a.m.

Acting upon the recommendations of Viceregal Yuan Shih-k'ai and Vice-roy Chang Chi-tung the Grand Council met in the Summer Palace at Peking yesterday to consider the unwarrantable arrest of Tseng Chi, Tartar-General and Military Governor, by the Russians, at Mukden.

The Grand Council also discussed the question of the obstructions which Russia is placing in the way of telegraphic communications between Peking and Fengtien.

Serious complication is expected as a result of the high-handedness on the part of Russia,

#### SPECIE SMUGGLING IN THE STRAITS.

##### CONTRABAND COIN SEIZED.

(From Our Correspondent.)

SINGAPORE, November 4, 8.10 p.m.

The steamer *Pegu* from Acheen was boarded by the police in Penang harbour and forty-eight thousand British and Mexican dollars were seized on board. The Captain and thirteen others have been charged with importing prohibited coin into the colony, and remanded.

The Chinese Chamber of Commerce is petitioning the Government, requesting the return of the seized specie and begging to be allowed a delay of two weeks so as to communicate with all their customers in the neighbouring countries with a view to prevent further shipments of the prohibited coin.

#### Opium Sales.

##### ANOTHER BIG RISE IN PRICES.

(From Our Own Correspondent.)

CALCUTTA, 2nd November.

The eleventh auction sale of opium took place to-day, when Patna realized Rs. 1,500 and Benares Rs. 1,485 per chest, showing a rise of Rs. 45 and Rs. 50 respectively, upon the last sale. The usual quantity of 2,000 chests of each quality was sold.

In the Indian Budget for 1903 the estimated value per chest was put down at Rs. 1,10. Upon the basis of Rs. 400 per chest realised over and above the Government estimate, the enormous excess of Rs. 19,200,000 for the year will be attained.—Ed., H.K.T.]

BOMBAY, 4th November.

The P. & O. mail steamer left Bombay to-day with about 1,050 chests of Malwa opium. Prices are:

Malwa (New) ...	Rs. 1,290
" (Old) ...	1,380
" (Oldest) ...	1,540

#### SANITARY BOARD.

A meeting of the Sanitary Board was held on Thursday in the Board Room. Present—The President (Hon. Dr. J. M. Atkinson, P.C.M.O.); Hon. W. Chatham, (D.R.W.), Mr. Ahmed Rumjahn, Uon, II. E. Pollock, K.C. M. Sung Wa Chun, Mr. Lau Chu Pike, Dr. Pease, Acting M. O. H., Dr. Barnett, Assistant M. O. H., Capt. Lyons, Asst. Superintendent of Police, Mr. E. A. Hewett, and Mr. G. A. Woodcock, Secretary.

The minutes of the previous meetings were confirmed.

#### CLAUSE 5.

The President proposed that clause 5 should be dealt with confidentially. Mr. E. A. Hewett stated that he did not see why the question should be dealt with confidentially, as there was nothing in the correspondence that justified such a course. The question had been raised by him before and he did so again because it regards quite a number of property holders.

The President stated that a letter had been received from Messrs. Jardine, Matheson & Co. on the 30th October, owing to which he judged it would be well to submit the question to a sub-committee. Mr. Hewett said that he had not seen this letter; the last from Messrs. Jardine, Matheson that he had perused on the subject being dated the 18th August. The President said that there had been no time to circulate all the correspondence. This would be done however. Mr. Hewett stated that he proposed that this question should be treated in public discussion as he considered it to be one of the greatest importance.

#### WATER SUPPLY.

The results of the water analyses show that the water drawn from the Kowloon, Tytan and Pokfulam services and from the Cheung-wan supply, is of excellent quality.

#### RATE RETURN.

For the fortnight ended 2nd inst., 676 rats were caught in Victoria and 157 at Kowloon, of which 19 and 9, respectively, were infected.

was granted to the owner by the Sanitary Board in May, 1902, in respect of existing houses.

The Director of Public Works minuted—  
I see that the scavenging lane is shown to be only 3 ft. in width and it would be impossible to widen in future by taking 3 ft. from the adjacent houses as they are on a much lower level. I think exemption might be granted on condition that the lane is made 6 ft. wide and that no compensation is to be paid in respect to it.

Dr. Barnett minuted—I think exemption from provision of an open space might be granted in this case so long as the window in the rear is not cut off from the main roof so as to form a lobby.

He also minuted—In the rear of these proposed houses is a retaining wall on which the rear wall will stand. This retaining wall has been patched considerably and is somewhat bulged in places. I think the P.W.D. should have their attention called to this retaining wall so that they may consider, if they have not already done so, as to whether it is capable of upholding this enormous weight of the proposed rear wall.

He also minuted—In the rear of these proposed houses is a retaining wall on which the rear wall will stand. This retaining wall has been patched considerably and is somewhat bulged in places. I think the P.W.D. should have their attention called to this retaining wall so that they may consider, if they have not already done so, as to whether it is capable of upholding this enormous weight of the proposed rear wall.

The Puise Judge—Suppose the document was signed as it stands now, you don't dispute it?

Hon. Pollock—No, my lord.

The Puise Judge—What you say is that certain words were added, and it was not a promissory note until those words were added?

Hon. Pollock—Yes. Subsequent to signature and without the knowledge or consent of the appellant. Continuing, he said there was a discrepancy of evidence upon that point a'd, of course, the respondents being more in number than the appellant, he was, so to speak, by himself into the matter.

The Chief Justice—There was a conflict of testimony as to whether there was an alteration or not. I understand your point is that the learned judge found as a fact the document sued on had not been altered since the appellant signed it.

Hon. Pollock—That is so, my Lord.

The Chief Justice pointed out that Counsel had to bear in mind that, where a judge, sitting alone as a jury, found as a fact such and such a thing, the Court of Appeal would not disturb that ruling unless it was made absolutely clear that in this he was wrong. He directed his attention to the conditions stipulated by the Director of Public Works.

Captain Lyons seconded and the motion was agreed to.

Mr. Runjahn rose and drew the attention of the Board to certain irregularities in the performance of duty by the Asst. Medical Officer of Health in this matter and referred to his officer's second minute. He moved that the Standing Orders be suspended to enable him to make his remarks on the subject.

The Standing Orders were suspended so as to enable him to make his statement at this meeting.

The motion was put to the meeting, and carried.

Mr. Runjahn—Sir, on reference to the plan attached to the papers it is clear that the rear wall of the proposed houses for which exemption has been applied for will stand on the retaining wall. It is 3 feet away from it. Dr. Barnett's remark that it will stand on that retaining wall is wrong. He even does not understand the plan sent to the Board attached to the papers. He took a great deal of trouble to examine the retaining wall—another man's property—and stated that it had been patched up considerably and was somewhat bulged. These statements are inaccurate.

That was a rubble wall. He must have wasted a considerable time in examining that wall, which formed the back wall of eight houses in the rear of the houses for which the application had been made. He had to go through eight houses and then formed his opinion on the condition of that wall. I submit Sir, that officer should not have acted as he had done. If he had confined himself to the sanitary part of the matter leaving the Building Authority to do his a great deal of unnecessary annoyance and waste of time would have been averted.

He was not competent to act as an engineer. By sending the papers backward and forward to the P. W. D. a great deal of time was unnecessarily wasted. The Building Authority could look after himself better without the M. O. H.'s interference.

WATER SUPPLY.

The results of the water analyses show that the water drawn from the Kowloon, Tytan and Pokfulam services and from the Cheung-wan supply, is of excellent quality.

RATE RETURN.

At the end of the month of September, 1902, the Sanitary Board sat to consider the question of the rate return. The President proposed that the rate should be reduced from 10% to 8%.

The Chief Justice said that in that case Counsel would probably find the evidence was taken on commission, and the Court alone would always attach great importance to the finding of the judge below on the facts, as he was in the position of seeing the witnesses and noting their demeanour.

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The Hon. Pollock proceeded to quote the case of *Copeland v. Cumberland*, 1868, 1, Chancery Division, page 704 and submitted here were other circumstances in the present case not dependent upon the question of denunciation of the witnesses, and which it was very important for the Court to take into consideration. But before going into those particular circumstances, he drew his Lordship's attention to the evidence of the Court translator, an entirely disinterested witness, who gave testimony regarding passages in the documents which appellant alleged were interpolations.

The Court dealt with the point at length, and during the discussion.

The Chief Justice observed that the evidence was not very satisfactory one way or another on either side. It seemed to him that the offer for the Port Arthur business was a sporting one, and if a proper account had been taken of the business there would have been no occasion for the documents in dispute.

His Lordship thought it was extraordinary if it were so, and said it seemed to him that if the members of a firm wanted their firm to be made bankrupt surely they must all join in the petition. He did not understand why partners, who were not represented in any shape or form, should be made bankrupts.

His Lordship said he would like to know more about the partners.

Mr. Bruton explained that under the Bankruptcy Ordinance a petition had to be signed by two or more partners whereas he was petitioning by three.

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## SIR HENRY BLAKE.

## AND THE CHINESE COMMUNITY.

In recognition and grateful appreciation of His Excellency Sir Henry A. Blake's solicitude for the Chinese during the epidemic of plague this year, we bear the *katong* of No. 9 District intend to present a special address to His Excellency before his departure from the Colony. The Governor's efforts in connection with the plague and the experimental blocks will be fresh in the memory of the community. Those efforts appear to have appealed very strongly to the Chinese residents of the districts who feel that, before Sir Henry takes leave from these shores, they should publicly mark their sense of recognition of the good they have derived from the measures initiated by His Excellency.

## THE RECENT BAZAAR.

## IN AID OF THE MINISTERING CHILDREN'S LEAGUE.

The Bazaar recently held by the Ministering Children's League, proved a decided financial success, and the net proceeds reached a little over \$1,000, which will be divided between Miss Hampers Victoria Home and Orphanage, and Postle's School for the Blind.

This satisfactory result is due to those who generously assisted the undertaking, and to the public who patronized the Bazaar in such large numbers. We are requested to state that the members of the League are greatly indebted to the following, who so kindly assisted them by various contributions:

Mrs. Lane, Crawford & Co., The Robinson Piano Co., Messrs. A. Chee & Co., Messrs. Girault, Mr. T. Curcum, Messrs. Campbell and Neale, The Mother Superior, Italian Convent, The St. Patrick's Club, The Amateur Dramatic Company, The Acting Superintendent, Botanical and Afforestation Department, Mr. Henry Humphreys, The Committee of the City Hall, Major Pritchard and the Hongkong Volunteers, Cominore, Robinson, Mr. Jones and a party of men from H.M.S. *Tarantula*, who were indefatigable in their efforts to promote the success of the entertainment. Thanks are also due to Colonel Birdwood and Officers of the 10th M. L. T. who kindly lent their band, and Mr. Branson of the same corps who gave two excellent conjuring performances. The Misses Louren, who organised the excellent children's play, one of the chief features of the gathering, are worthy of all gratitude as are the friends of the members who assisted by supplying the cakes, etc. The Society desires to thank the Press who kindly advertised the Bazaar.

## THE MIKADO'S BIRTHDAY.

The buildings occupied by the Japanese banks, steamship and commercial companies and merchants, trading in this city, were tastefully decorated on Tuesday in honour of the birthday of H.I.M. the Emperor of Japan. The national colours of Nihon, white and red, of course, predominated and, in several cases, were blended with the red ensign. The Yokohama Specie Bank, Nippon Yusen Kaisha, Mitsui Bussan Kaisha, Misu Bishi Goshi-Kwai-ka, Osaka Shosen Kaisha, Toyo Kisen Kaisha and Messrs. Sato, Nagata & Co. were particularly lavish in their display. The Japanese Consulate was elaborately decked with flags, flowers and fairy-lamps, and H.I.M. Consul, Mr. Nomura, entertained a number of the leading members of the community; amongst the present being Mr. Iodzumi of the Yokohama Specie Bank, Mr. T. Takayanagi of the Nippon Yusen Kaisha; Mr. N. Inuzuka, of the Mitsui Bussan Kaisha, Mr. K. Nakashima, of the Toyo Kisen Yusen and Mr. T. Arima of the Osaka Shosen Kaisha. By kind permission of Colonel Birdwood and officers of the 10th B. L. I. the band of that regiment played during the evening. During the dinner enthusiastic toasts were drunk to the Emperor and the members of the Imperial Family. The reunion was, to the enjoyment of all present, rather of a friendly than a formal character, and amongst other distractions, the numerous guests were entertained by an exhibition of some very good examples of Japanese character-dancing.

## BELLIOS TERRACE ROBBERY.

## INTERESTING FACTS.

The continuation of the Bellios Terrace robbery case was heard before Mr. Sercombe Smith yesterday, when Liu Ngau was brought up on remand.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted.

Chan Cheung, the man who had been committed for trial at the last hearing in connection with the case, went into the witness-box and gave evidence. He said he was an unemployed carpenter, and before his arrest was living in a coolie house at Fa's Point. About six o'clock of the morning of the robbery, the defendant called on him. He went downstairs, and was surprised to see other men there. They went to the Tak Iling tea shop, and there met two other men whom he did not know. During tea a conversation was opened about Bellios Terrace, the defendant observing they would go there so they left the tea-shop and went to an opium den at Stanley Street, where three of them had a smoke while the remainder slept. Liu Ngau awoke them and said he was ready for "work," and at about 10 o'clock they left the den and went as far as the stone-steps leading up to Bellios Terrace. The leader of the gang told them to wait there while the went up to have a look around. After a while the man came back and subsequently took several of them to the door of 18 Bellios Terrace. Liu Ngau produced a letter from his pocket. Witness acted as watchman. The door was locked when they arrived and he did not see who opened it. Four of the gang entered the house and witness remained outside. In about twenty minutes the men returned. He did not see the rags used for gage etc., as they had been wrapped in paper in the Wing Fung boarding house. When he asked Fey Chai Nguen what he had in the parcel, the reply he got was that he was taking something to the house. The cloths were used for hanging over stairs and must have been taken from the Yuen Wo's lodging house where he had previously seen them. After the robbery he left for 23, Queen's Road, East, and subsequently returned to the lodging house and found that his confederates had left. Later in the evening he saw Liu Ngau, and asked where the other men were and was told they had run away. After defendant had pawned a silver watch witness received \$5. He did not know how much it was pawned for.

Liu Ngau, in defence, stated that he was in the Public Gardens with a friend, and five men approached him, and asked him to go and have a bath. He asked them where? "Up there" they replied. They proceeded towards Bellios Terrace, and one of them said "Let us go up and get something to eat." When they arrived at the steps, Fey Chai Nguen produced a letter, which he handed him to take up. He declined, saying he was tired. Yew Chai took the letter. They went up with the intention of getting something to eat, but he saw Yew Chai knock the door, and five

others followed him up. He asked Chan Cheung what the matter was, and the reply he got was "robbery, steal the mistress's things." He wanted to run back, but was told that he need not go upstairs, and whether he ran or not he was taking part. Hearing the dog bark, he ran away with Chan Cheung following, as far as Bowrington, where he spoke to some friends, saying that Fey Chai Nguen had got him into trouble. When it was getting dark he returned home, and someone in his lodging-house told him to go to Chan Cheung's boarding house. He went there and one of the men gave him a silver watch and a bangle to pawn. He refused to do anything of the kind, and was forced him to accept 50 cents as a bribe. On descending the stairs, Fey Chai Nguen and Yew Chai shouted out, "If you give the secret away, or anything happens, or trouble takes place we will beat you to death."

Defendant was committed for trial at the next Criminal Sessions.

## ANOTHER IMPORTANT OPIUM PROSECUTION.

## ANTIDOTAL PILLS.

At the Magistracy on Wednesday, Mr. Kemp proceeded with the summons under the Opium Ordinance of 1891, against Leung Tai Chuen, of 324 Queen's Road Central, for preparing opium, selling or otherwise exposing for sale prepared opium, and dealing in or preparing dross opium, on the 15th September last.

Mr. F. B. Deacon, of Messrs. Deacon and Hastings, appeared on behalf of the Opium Farmers, and Mr. G. H. Hall Burton represented the defendant. The first case taken was the against Leung Tai Chuen, of 324 Queen's Road Central.

Mr. Deacon said that the decision in one case would probably govern that in each of the others as the facts were substantially the same. The charge was laid under section 10 of Ordinance 21 of 1891—an Ordinance framed for the protection of the Opium Farmer, and to preserve his proper rights; for they paid a very large sum annually to the Government, and it was only right that their interests should be protected. The section in question was as follows:

"No person except the opium farmer shall, within the Colony, prepare opium. No person except the opium farmer and any duly licensed person under this Ordinance shall sell or offer or expose for sale any prepared opium. No person except the dross farmer and any duly licensed person under this Ordinance shall deal in or prepare dross opium. Provided that no medical practitioner, chemist or druggist not being Chinese or, being such, not having an European or American diploma shall be prevented from preparing or selling opium *bona fide* for medicinal purposes, and provided that no trader in opium shall be prevented from *bona fide* testing samples of opium obtained in accordance with the provisions of Ordinance No. 22 of 1887, or any Ordinance amending the same and keeping the same for the purposes of his trade, the burden of proof wherein shall, in each case, be upon the person all-giving the same in his defence." He drew particular attention to the proviso and proceeded to refer to the fact of the selling price of prepared and dross opium having been raised in September last, and said the farmers anticipated that, in consequence, there would be a certain drop in their sales for the time being. There was a habit among Chinese of taking opium in pills, and since the raise in the price of the drug there had been a large increase in their sale. The opium farmers obtained a large number of bottles containing the pills, amongst which was one obtained from defendant. The contents had been analysed and the result of the analysis would be brought before the Court. Having given a summary of the testimony he intended bringing forward Mr. Deacon proceeded to call his witness.

Mr. Deacon then addressed the Court, and said his understanding that his friend had withdrawn the first charge as to preparing opium in the Colony.

Mr. Deacon—I have not given any evidence on that point.

Mr. Deacon contended that the prosecution had absolutely failed to show the opium in the pills was dross opium, the evidence of Mr. Browne having been to the effect that he was unable to say whether the pills were raw or were not made of dross opium. If His Worship agreed with him on that point he would not go any further with it.

Mr. Kemp intimated that he preferred to hear Mr. Deacon further on the issue.

Mr. Deacon turned to the definition of dross opium, and said it was opium prepared wholly or chiefly from the refuse produced by smoking opium. That was the definition, and that was what the prosecution had to prove. They had to show that the opium used in the pills was prepared wholly or chiefly from the refuse produced by smoking opium. Mr. Browne could not say whether it was dross or prepared opium in the pills. Therefore the prosecution failed on that point. Then with regard to defendant having dealt in dross opium and having offered for sale, or sold it, the other side had entirely failed to prove the point. As to the word "prepare" dross opium, preparation was defined as subjecting the opium to some degree of artificial heat, and there again Mr. Browne was unable to enlighten the Court on the point as to whether the opium in the pills had been subjected to artificial heat. The Court was bound to accept the definition of prepared opium, which stated that "Prepared opium shall so far as relates to the infringement of the opium farmers' privilege of preparing opium in the Colony, mean opium which has been subjected to any degree of artificial heat for any purpose whatever, and shall include dross opium wherever such construction is consistent with the context." It would be absurd to have definitions to apply to certain sections of the Ordinance. In order to prove their case under the sub-section the prosecution must prove the sale of or offering, or exposing for sale in the Colony prepared opium, and also the preparation of the opium in the Colony. In order that a breach of the Ordinance be committed it must be an infringement of the opium farmer's privilege of preparing opium; therefore, the case failed under that sub-section.

His Worship said he did not agree with the contention that the opium must be prepared in the Colony, before it constituted an infringement. Mr. Deacon pointed out that in order to be an infringement it must be proved it had been prepared in the Colony. Regarding the proviso that "No medical practitioner, chemist or druggist not being Chinese or, being such, and having an European or American diploma shall be prevented from preparing or selling opium *bona fide* for medicinal purposes," he submitted that in drafting the Ordinance medical preparations containing opium were not contemplated. It was selling opium *bona fide* for medicinal purposes, and it was not contemplated that the opium farmers should have the privilege of preventing cough mixtures, chlorodyne, cough lozenges and other patent medicine containing opium being sold by any store-keeper in the Colony. That was absurd, and he referred his Worship to the Straits Settlements Ordinance, No. 9 of 1894, passed for the purpose of meeting the difficulty, and which laid down that it did not cover medicines in which opium was contained. The whole of Ordinance 21 of

1891 contemplated opium used for smoking purposes, or opium in its pure form—opium *bona fide* as opium and not as an ingredient with other mixtures. He submitted most strongly that the prosecution had failed to make out their case and defendant must therefore be discharged.

His Worship held that the prosecution had failed to prove the nature of the opium in the pills and dismissed the case.

Mr. Deacon intimated that he would make an application for leave to appeal, pending which further cases were adjourned.

"BINGO MARU" AND RAT FLANGES.

## CONVICTED NOT FINED.

Before Mr. J. H. Kemp at the Magistracy on Wednesday afternoon Mr. F. Davies, R.N.R. Captain of the s.s. *Bingo Maru*, was charged with failing to provide the moorings of his ship with double rat flanges. The Captain pleaded not guilty.

P. S. 97 deposed that at about 9.30 a.m. he noticed the *Bingo Maru* lying alongside the Kowloon Wharf. One of the hawsers there was attached a single funnel, on the stern moorings there were none at all, and on another hawser there were double flanges which were attached the wrong way about. Replying to Captain Davies witness stated that he was certain that the ship was moored and discharging her cargo but that there were no people on the wharf. The Chief Officer gave evidence to the effect that he was told by the Captain of the ship to be very careful regarding rat flanges. The ship was discharging cargo, and there were many people on the wharf. The ship had five hatches, and on each hatch about 30 to 40 coolies were at work. The work was received a little before noon, and the work regarding the prevention of rats was not yet finished. The Captain addressing the Court said that he found it difficult to decide what he was to do. He did not think rats could leave or board the ship when work was at its fullest.

His Worship: You are convicted, but not fined.

Capt. Davies: Very well.

## WANCHAI MURDER CASE.

## TWO MEN ARRESTED.

Before Mr. Sercombe Smith, at the Magistracy on Wednesday, Tsang Shang and Tsang Tim Kwai, cooks, were charged with wilfully and of their malice aforethought murdering a native married woman named Leung So on 30th May last. It will be remembered that some time that month while a native was crossing the corner of the Government Wanchai Store, leading from Praya East, he knocked against Chief Inspector Baker who was on the scene. The chief was discharging a gun and the bullet hit the native in the abdomen, where the bullet was found. The native died on the spot. Inspector Collet and a party of police proceeded to the scene and found, to their amazement, that the body was that of a woman in the last stages of life. A terrible wound in the abdomen, where the bowels protruded, and other injuries, inflicted by a sharp weapon, were found on other parts of the body, especially in the arms and the lower limbs. An ambulance was immediately sent for, but before the hospital was reached, the poor woman expired.

Chief Detective Inspector Hanson said that at 1.30 p.m. on the 2nd inst., he arrested Tsang Shang in Lower Albert Road, outside the Dairy Far Office, and took him to the Central Police Station. He told him the charge and cautioned him, and defendant denied the charge.

Lo Cheung, a Chinese detective, deposed that on the evening of the 2nd inst., at about 11.30 he proceeded to No. 8, Amoy Lane, in company with Detective Hanson, and a European sergeant. They proceeded to the second floor and saw eight men. Tsang Tim Kwai was not there, and they started to return. On descending the stairs they met Tsang Tim Kwai, and arrested him and proceeded upstairs again. The native detective then asked defendant whether his name was Tsang Tim Kwai, but defendant said it was not. The detective thereupon inquired of the eight men, and three or four of them said that the name he just mentioned was right. The man was taken to the station and charged.

His Worship remanded the case until Tuesday next at 2.15 p.m.

## DANCE AT THE MASONIC HALL.

Dancing held sway in the Masonic Hall on Tuesday, where 150 couples met and tripped several merry hours away. It was the occasion of the second monthly dance arranged by the Masonic Quadrille Club, and proved quite as enjoyable as its predecessor given a month or so ago. For this reason must be made of the President, Mr. H. N. Wolfe, and the Hon. Secretary, Mr. G. J. W. King, who together with the Committee, were responsible for the arrangements. With good music, a fine floor and comfortable surroundings the function was delightful, and speaks well for the success of future dances. Mr. Olive, A.S.C., presided at the piano, while the M. C.'s were Sergeant McCaffrey, R.E., Sergeant Avenell, A.O.C., Sergeant W. H. E. Smith, R.A., and Mr. S. Parkinson. The dance commenced shortly before nine o'clock and was continued until one o'clock the next morning when the programme of eighteen popular dances was brought to a close.

## ALLEGED FORGERY.

At the Magistracy on Thursday, before Mr. Sercombe Smith, Leung Ying, bed-room boy of the Hongkong Hotel, appeared in the dock charged with having committed forgery by altering a bill of Hongkong Steam Laundry from \$7.48 to \$10.48 and thereby obtaining the sum of \$3 by false pretences. Mr. Grist (of Messrs. Wilkinson & Grist) asked His Worship for an adjournment, which was granted. The case was resumed somewhat later and a sheriff of the Steam Laundry was questioned by Mr. Grist. His duty was to see that the clothes go to the laundry, and when they were returned, to see them distributed. The bills are made out at Causeway Bay and sent to him at the Hongkong Hotel for collection. He then hands them to the room boy, who receives the money, and gives a receipt. He remembered the defendant receiving the bill in question, but he did not receive any money in return.—Mr. G. H. Allen, manager of the Laundry Company, sworn, said that he wrote to the person to whom this bill was made out regarding payment of the same and the gentleman answered his letter enclosing the receipted bill, but saying that he had paid \$10.48 to some one. He also asked for an explanation.—Sergeant Earner gave evidence to the effect that he arrested defendant in the corridor of the Hotel and explained the charge. Defendant said that he had the money upstairs in his pocket. He accompanied him to the third floor, and another room boy then handed defendant \$21.55. He denied having forged the bill. Defendant stated that he handed another boy in the Hotel \$21.55 in the presence of a Chinese sergeant, and got it back in silver from the boy when the European sergeant arrived. The money consisted of dollars, half-dollars and small coins. The boy stated that he paid defendant the money referred to in notes. The case was remanded until yesterday when the boy was discharged.

## P.R.C. REGATTA.

Crews for the Chairman's Challenge Cup, selected on the 27th instant, are as follows:

## Tintin.—Station 1.

T. Millar—stroke.

A. E. Ager.

J. A. S. Alves.

## Shamrock.—Station 2.

R. Lapsley—stroke.

R. C. Witchell.

F. D. Bain.

N. H. Alves.

## Kormblume.—Station 3.

A. E. Alves—stroke.

H. C. Austin.

A. L. Loureiro.

G. H. Kubie.

## Rose.—Station 4.

C. E. A. Hancock—stroke.

F. M. Roza Ferreira.

H. S. Holmes.

F. K. Tata.

Mr. Hagiwara, Secretary of the Japanese Legation at Seoul, has wired to his Government that the Russian so-called signal station at Yonag Ampo is a fort, mounting five or six guns.

## THE HONGKONG CRICKET LEAGUE.

A meeting of representatives of the clubs interested in the above League was held on today evening in the Craigengower Cricket Pavilion, Mr. W. D. Bradwood presiding.

The following were appointed office-bearers for the season:—

President:—T. Sercombe Smith, Esq.

Vice-President:—W. D. Bradwood, Esq.

Hon. Sec. and Treas.:—Mr. A. E. Ager.

COMMITTEE.

Geo. P. Lammett (Hongkong Cricket Club),

A

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 3rd November.

The native newspapers have been telling about the execution of Li Ka Cheuk which took place last week. Shortly after the present Viceroy came to Canton Li Ka Cheuk was recalled and on his arrival in Canton was put in prison. It appears that some soldiers under his control comitted some depredations in the south of the province. Some Catholic chapels were destroyed. For this destruction Li Ka Cheuk was held responsible. To some who were better acquainted with the method pursued by the Viceroy Li Ka Cheuk's position was considered a very serious one. Yet few believed that he would be executed. It is true that years ago Li was at the head of some robbers and gained his office as magistrate by giving up to the officials some of his former friends. But during his time of prosperity Li had made many friends and these friends stood by him for a while. When they found that their efforts were of no avail they left Li to his fate and denied having been friendly to him. It was in the yamen of this Li that the Gage-street murder was planned.

## THE VICTORY.

The Viceroy continues under the care of the foreign doctor. It may be that after his month's leave has expired that he will be further excused. It is rumoured that the Viceroy has said that he cannot live in the south and wants to be sent north. It is certain that the Viceroy has not gained the affection of the people and very little sympathy is expressed for him in his present trouble. This is quite a contrast to the feeling of the people when Viceroy Tao Mu lay sick. Then on every hand expressions of sympathy were heard.

Canton, 4th November.

## IMPROVEMENTS.

A wonderful change has taken place on the river at Canton. The "Flower Boats" have all been moved. Visitors to Canton must have noticed the large boats just below the steamer landing. These boats have anchored in this place for years. Year by year the number has increased. For some time it has been difficult to keep the boats from occupying the space necessary for the steamers to pass up and down. Many attempts have been made to shift the boats but without success. A few days ago the boats were served with notices to move. The new anchorage is just at the head of "Dutch Folly." The river is now clear from the steamer wharfs down below the Medical Missionary Societies' Hospital. The shifting of these boats has made a decided improvement in the appearance of Canton. The Chinese say that the foreigners want the old anchorage to build houses upon. Others say that the "bund" is soon to be built and this space is needed.

## CHAN-TING WAS BEHEADED.

When Viceroy Shen returned from Kwangsi he was met by a number of small guard boats and steam launches. When the crackers of welcome were let off a bullet flew past the head of the Viceroy. Because of this the man at the head of the guard boats was arrested and kept in prison. Last Monday he was beheaded. There was no evidence to prove that the shot was fired by Chan-Ting-Wai but he was responsible for the conduct of those under him and had to pay the penalty. He was executed on the common execution ground. There are many protests because of the way the trial was conducted. The small officials say that it is impossible to get an impartial trial.

## LI KA CHEUK.

The native papers are in error in saying that Li Ka Cheuk has been beheaded. He is still in prison. A few days ago he was thrust into the inner prison from which few men come forth unless it is to go to the execution ground. The Chinese regard Li's case as hopeless. The fact is he has not the money to buy himself free. A number of friends are willing to help, but their purses are not deep enough. The ex-Nam-i-o Poy, who was relieved from office shortly after Viceroy Shen arrived, has contributed over \$30,000 towards the Viceroy's expenses and as a result he is likely to be allowed to live. The newly dismissed Nam-ho, Wong Sung, has been compelled to contribute \$10,000 towards the Viceroy's amusements. No Viceroy of the Two Kwangs has forced so much money out of the officials under him. This may be better than squeezing the people, but it really amounts to the same thing. The more the Viceroy squeezes the more the men under him squeeze. It is rather amusing to hear the expressions of pleasure from the people who rejoice that the Viceroy is squeezing the officials.

Canton, 5th November.

## EXECUTIONS.

Eleven men were beheaded at the public execution grounds two days ago. Among these was the head guard at the Naun-Hoi-yamen. This man was accused of taking bribes and demanding squeezes from those who had cases at the yamen. The charge was easily proved and the man tried to escape. He got out of the yamen under the pretence of going to the barber and then tried to leave the city. He was captured, and immediately sent to the execution ground.

## THE EX-NAM-HOI MAGISTRATE.

The ex-Nam-Hoi magistrate Poy has been on trial for two days at the Pao-U office. The charges against him are under one head "extortion." It is well known that this magistrate made a very large fortune while in office. Already he has been mulcted of \$300,000 by the Viceroy. If he is able to free himself from the clutches of the law, as represented by the present Viceroy, he will have little of his fortune left.

## HOSPITALS THREATENED.

The Wai-Oi, Kwong-Tsai, and the Canton Hospitals have been served with notice to pay a large sum of money within a certain given time or have their premises destroyed. This is most likely the work of some low fellow who wished to play a joke. No notice is taken of the letters sent and there is no probability that the threat will be carried out. Even robbers have enough sense to let benevolent institutions, such as the above, alone. Some low scamp has sent the letters to create some excitement, but he has failed in his purpose.

A DEATH AT THE RAILWAY.

A Mr. Wilson, who has been employed at the Railway, died this morning, and will be buried this afternoon.

## TIENSIN.

(From Our Own Correspondent.)

TIENSIN, 22nd October.

There are more native soldiers (in the capital) than I recollect to have seen before, so much so that the fact led me to inquire. There are over 5,000 "police" otherwise soldiers round the Palace precincts. Twenty thousand are being kept in excellent drill at Tsinchow, besides those at Pao-tung, so the North is not so badly off for troops as has been sometimes stated. Chang-Chi-tung recently presented a secret memorial to the throne urging that all foreigners including the Minis-

ters be requested to leave the Forbidden City, and that a site outside the sacred walls be selected as the "foreign quarter." What reply has been given to this enlightened proposal I do not know, but it is perhaps in harmony with the information gleaned from various quarters that there is a covertly hostile spirit in Peking.

The French Legation is I notice getting into position two disappearing guns. I do not know whether this is the correct name for them. They are being mounted on solid concrete platforms and drop out of sight after each shot is fired.

Li Tung has gone to Tientsin to lay presents for the Empress Dowager. There are not supposed to be any, but this astute official knows better than not to have some ready. A great deal of money has been reaching the Court for some time past from Tientsin.

## MR. W. MORGAN SHUSTER.

Among the passengers arriving from Manila, per the *Zafiro* on Tuesday, was Mr. W. Morgan Shuster, Collector of Customs at Manila, who is leaving for the United States, where he will spend a well-earned vacation. Before departing from the Philippines a farewell dinner was given and was attended by nearly every civil and military official of prominence in Manila. Governor Taft spoke in highest praise of the guest of the evening and, according to the exchange, the praise was not of the artificial kind so often heard at banquets, but came straight from the heart and was applauded to the echo. Commissioner Ide followed the Governor with a humorous address speaking in glowing terms of the Collector. Mr. Shuster replied in words abounding in appreciation of the high honours beaped upon him.

## YONG AM-PHO.

It is now a matter of frequent occurrence for travellers, when passing Yong Am-pho, to be detained by the Russian sentry. Yong Am-pho is situated on the left bank of the Yalu River, which is the boundary between Korea and China. From a military point of view Yong Am-pho has little importance. Yong Am-pho is merely an anchoring harbour for small coasters, and the distributing port for goods going into the interior. It is, however, an important place for trade. The reason the Russians are so anxious to get a lease of the place is mainly in order to try to obtain the monopoly of the trade of northern Korea and to bring the country under their own sphere of influence. This fact can be proved by Russia's attitude upon the opening of the Manchurian ports in the neighbourhood. Though there may be some Russian military preparation in that district, yet this is either merely to protect the Russian Timber Felling Company's claims or to terrify the Korean authorities. The building of forts or batteries at Yong Am-pho at this date and upon the present improvised scale, if true, is a mere farce and of no real value whatsoever from a military standpoint. In case of war between Japan and Russia, if such unlikely contingency should arise, Yong Am-pho would be of no use as a site for forts or as a strategical point. For Yenki, Chihli Bay is beyond comparison the most important port at which to have a naval base between Vladivostock and Port Arthur.—*China Gazette*.

## RUSSIAN RAILWAY SCHEME IN MONGOLIA.

Is any power likely to protest against Russia's scheme for the railway conquest of Mongolia? If not Great Britain, surely Japan will protest against it. But it is becoming clearer that Great Britain will not take any steps against such a Russian move, even though her interests in the various provinces enumerated in this article, i.e., Shansi, Kansu and Chihli might be hampered by this projected railway. The notes exchanged between Sir Charles Scott and Count Mouravieff on the 28th April, 1899, recognize the Russian right to establish railways outside the Great Wall. The British Government will therefore never utter a word against this projected railway. The other powers have no interest of any kind whatever in the matter and even Japan has nothing special to say as she has no direct relations with Mongolia, which is too far away in the interior from Manchuria and North China. With Great Britain and Japan acquiescing it is easy for Russia to push on her schemes in Mongolia without any protest or obstruction from outsiders.

Two courses are suggested before Russia is allowed to complete the conquest of Mongolia. One is to allow her to do it and then to oppose it. The other is to stop her from doing it.

Either Japan or Great Britain should get the concession for building the railway between Kalgan and Tientsin;

2. The opening of Kalgan to international trade.

As mentioned in this article Kalgan is the gateway of all trade with Mongolia. The relation between Kalgan and Tientsin is just about the same as that of Hankow and Shanghai. Let us see for a moment what are the lines of trade mostly carried on in Kalgan. The most important articles exported from that place are sheep wool (which amounts to 40 million piculs per year), camel's wool, which is all exported to Tientsin on the back of camels and mules. The number of camels passing through Kalgan down to Tientsin before the latter port is frozen during the winter season, is less than 10,000 per day. From this it can be seen that the business of Kalgan has an intimate bearing upon Tientsin. The chief imports from Tientsin to Kalgan are tea and general merchandise.

The trade districts served by Kalgan are the whole of Mongolia, the basin of the upper part of the Yellow River, and Kansu. Mills for woollen textile factories are yearly increasing in number in Japan and there is accordingly a great demand for wool, both of the sheep and camel. Even though the quality may be inferior to that from Australia, yet the Japanese demand for wool should be quite easily supplied by Mongolia. If such a supply of wool is to go to Japan the construction of a railway between Tientsin and Kalgan and the opening of Kalgan to international trade will be important for Japan.

But if the powers most interested sit still at present and if nothing is done at once, the whole of the trade of Mongolia and Kansu and the neighbouring provinces will pass into the hands of Russia alone.

The problem of Mongolia is hardly less pressing than that of Manchuria; but it has not yet attracted international interest. It is time attention were given to it by the outside world.—*China Gazette*.

THE Viceroy Hsi Liang, of Szechuan, wired to the Wai Wu-pu on the 20th ult., that while it has been decided to build the railway between Chengtu and Hankow with Chinese funds, many British surveyors and engineers are already actively engaged in the survey. He wishes the Wai Wu-pu to communicate this fact to Sir Ernest Salow, the British Minister, so as to stop what the Viceroy calls this arbitrary conduct on the part of the British engineers.

## THE TRANS-SIBERIAN MAIL ROUTE.

The *Shanghai Times* says that two mails were received in that port on the 23rd ultimo for the very first time by the Siberian route from Europe, and the time of transit being only 23 days it established a record, inasmuch as this is the first time the Siberian route has been tested for eastward mails. The mails which were received were dated the 1st and October which shows that they can be brought here by about 10 or 12 days earlier than those sent via the Suez Canal. This new route is at present only used by the German and French post offices. The British Post office say they are unable to use the route owing to their low postal tariff, which renders it impossible to pay the high Russian transit fees. The Imperial Chinese post office, however, uses this route, but owing to not sending the letters in sealed bags, objection is raised that letters are liable to be detained in transit by the Russian postal authorities.

## DESTRUCTIVE FIRE IN MANILA.

On the night of the 26th ultimo a godown belonging to Messrs. Macleod & Co., situated at the corner of Calles Principe and Lata, was almost completely destroyed, together with its contents, about 4,500 bales of hemp, the value of which is roughly estimated at £63,000 pesos. The building was solidly constructed, with wide walls and a galvanised iron roof. Every possible effort was made by the firemen and police to save the building and its contents but the roof had fallen in and nearly all the hemp had been consumed before the fire could be got under. Information is to hand to the effect that the godown and merchandise were fully insured, though news has not yet transpired as to the companies that are interested in the loss.

## PHILIPPINE ISLAND EXHIBITS.

FOR ST. LOUIS WORLD'S FAIR.

All the ships of the Pacific Mail Steam Ship Company which have called at Manila of late have brought through Hongkong vast quantities of exposition shipments, enough to build a whole village. Dr. Gustave Niederlein, of the Provincial Government's exhibits, sailed from Hongkong on the re-built liner *China*, of the P. M. S. S. Co. on Friday, accompanied by his two secretaries. On the way across the Pacific they will catalogue the extensive list of plants, animals, curios, etc., and upon arriving at St. Louis Dr. Niederlein will superintend the housing and instalment of the exhibits. No time, money or brains have been spared in the effort to give the Philippines good representation at the Fair. Every tribe, industry, art and profession of the Islands will be faithfully represented, and the American people, both in the Philippines and at home are taking the keenest interest in the great scientific and educational work.

## ABOUT JAPAN'S BIG RICE CROP.

The Japanese are now harvesting the best rice crop they have had in ten years. They expect to get nearly 48 million koku or not quite 350 million bushels. This is about 10 million koku above last year's crop. At 12 yen per koku this will give the farmers an income of 120,000,000 yen above what they got last year, so they can celebrate their Thanksgiving Day this autumn with much genuine enthusiasm. An extra income of 120 million yen is something to rejoice over, and would be especially so if Japan should be led into a war in the near future. Japan's rice crop is worth more than any other one product of the country, so if she can find some way of increasing her rice output she can add much to the wealth of the country. The total amount of cultivated land in this empire is about 12 million acres, or about one-tenth of the area of the state of California. It is said that there are 15,000 acres of good up-land in the province of Hyuga alone that can be turned into excellent rice fields with proper system of irrigation. Local authorities in Birugo, Hyuga and in other parts of Kiushu have been doing some excellent work during the past few years in the way of irrigation and turning dry fields into excellent rice land. They have even cut tunnels through mountains for this purpose, but only about 1,500 acres out of the whole available district has yet been reclaimed. Land thus turned into good rice fields increases five or six times its original value. It is a paying business and it only requires a few years to pay back the cost of constructing the irrigation works. It was given these facts by one who has been prominently connected with the work already done. If the Japanese Government could set aside a few million yen, say the cost of one cruiser, as a permanent irrigation fund, it would prove to be one of the greatest helps to national wealth that they have ever undertaken. The last U.S. Congress set aside such a fund for the arid west and it is universally acknowledged to be the wisest piece of legislation undertaken for many years. The American people, too, are beginning to open their eyes to the possibilities of money making and the good food there is in rice. All those low lands in southern Louisiana and Texas are being turned into great rice fields and many millions of dollars have been invested in the preparation of the field and irrigation canals. They are beginning to employ Japanese labour and Japanese rice seed which is considered better than the rice used there hitherto. The land being level and rich and with proper canals the supply of water is unlimited, so they can produce rice at a comparatively small cost when they get in good way. One man has predicted that they will be shipping rice from Texas to China and Japan in the near future, just as the north-west is.

They will be shipping flour by the shiploads. One can hope that this may speedily be done if it will provide the millions in this country with plenty of cheap food. Millions of people in Japan cannot afford to eat rice except as a luxury on special occasions. It is known of a man with a family of seven being supported on monthly salary of 15 yen, or little over two yen each. I know another one, the headmaster of a country school who gets a salary of 17 yen and he gives one half of that every month to pay off the debts of his dead father, and with the other half he supports himself, his wife and two children. I know a woman who gets a salary of 15 yen and she supports herself, her mother and sister and helps keep a brother in school. These are not low class poor people, they are educated and wear good clothes. They live well compared to many others. It is almost incredible how little these people can live on when they try, and again it is astonishing how they can make the money fly when they get it and get in the swim.—*Examiner*.

It is stated that the Russian administrator at Newchow proposes to organise a Municipal council with two British and one American member, their decisions to be subjected to the administrator's approval.

## WARSHIPS AT KOBE.

Kobe harbour is now the rendezvous of quite a number of foreign war-ships, there being yesterday no fewer than ten at anchor here, reports the local *Chronicle* of 27th ult. These vessels included the British 1st-class battle ship *Ocean*, the 2nd-class twin-screw cruiser *Talbot*; the gun-boat *Briton*, and the twin-screw sloop *Algerine*; the German cruiser *Bussard* and the gun-boat *Jaguar*; the Italian cruiser *Vittorio Veneto*; and the U.S.S. battleship *Kentucky* (the flagship of Rear-Admiral Evans), the cruiser *Oregon*, and the gun-boat *Annihilator*. It was thought yesterday that the American vessels would remain here for some time, but orders were issued in the afternoon for the *Kentucky* to proceed to Yokohama, and the *Mastor-at-Arms* and other of the ship's officers were ashore last evening recalling all the ship's company at once. The vessel was to leave for the northern port this morning, this sudden order being thought to be due to the fact that Rear-Admiral Evans is at present seriously ill, the trouble being the result of wounds in the knee received some years ago in the stay of the British vessels will vary.

The stay of the British vessels will vary.

The *Ocean* has now remained here until Friyay,

but we understand she leaves for Yokohama

to-morrow night. The crew of the British

battleship has been making extensive prepa-

rations for the illumination of the vessel by

electricity in honour of the Emperor of Japan's

birthday, but the residents of Yokohama will

now have the benefit of this display. The

board should have the advantage of the postal

and telegraph organisation of the Australian

Governments. They did not wish to go to the

expense of erecting a separate wire to South-

port (Queensland). Mr. Reynolds considered

that if the public thought the national all-

route deserving of a fair share of business, they

would support it. Every effort would be made

to deserve success. The cable, in his opinion,

would prove invaluable in time of war. The

board intended to gain for their customers all

facilities enjoyed by the users of the Eastern

route.

With regard to the establishment of inde-

pendent offices in Sydney, Mr. Reynolds said

the Pacific Board would not undertake the ex-

pense, as it would involve the contributing

Governments (the partners of the cable) in the

to effect a junction between the air shaft and the 120 Level where the standing ground is sound and safe; 13 ft. have been driven.

140 ft. Level South: cross-cut to air shaft. This has been extended 2 ft., making a total of 19 ft., and is now finished. The last 2 ft. were to make room for necessary shafts. Level. An additional 12 ft. has brought the total depth to 17 ft., and served to connect with the drive below from the main No. 3 mine. The lode averages 36 in. wide and 13 dwt. per ton.

140 ft. Level North: Drives on parallel branch. After striking a bunch last month in the crosscut, drives were put off north and south, and a total of 25 ft. has been driven in both ends the bunch has disappeared, and driving has been stopped. The bunch averaged a width of 6 in. and an assay of 18 dwt. 140 ft. Level North: crosscut for stope filling. 23 ft. of this work has been done.

Stopes. The following stope areas are in operation:

Above the 140 ft.: 1 stope; lode 63 in. wide, worth 7 dwt.

Above the 140 ft.: 1 stope; lode 63 in. wide, worth 5 dwt.

Above the Intermediate 4 stope; lode 64 in. wide, worth 9 dwt.

Above the 140 ft.: 1 stope; lode 64 in. wide, worth 13 dwt.

Rock bottom. Stope above the 140 ft. level: 2 stope; lode 60 in. wide, worth 13 dwt.

Plant and machinery continue without much change.

The concrete foundations for Cornish pump bob-bit at Kompan old shaft are almost complete. The pump rods, of the best 8 in. by 8 in. timber, are prepared for fixing; the 12 in. plunger of Cornish pump is in order, and ready to be lowered; and suitable bearers and cistern have been fixed at the 140 ft. level.

The 140 ft. level has needed lots of new timbering, which has materially increased our costs under "ore raising," but this work is now nearly through.

Cyanide.—After endless experimenting, we have at last matured an exceedingly simple method of treatment for our tailings; based on entirely new maturing lines, involving no previous concentration, no complicated machinery, and no delicate chemical reactions. We are so satisfied with our laboratory tests that we have commenced preparing a site for the plant, which will ultimately deal with 150 to 200 tons daily. The erection of this will be accomplished mainly with local materials and native labour. We believe we can count upon a 75% recovery from 2 dwt. tailings at a working cost of less than one dollar per ton including everything. Separate Milling Return and Cost Sheet herewith.

Milling Return for a week ending 10th Oct., 1903.

Stamp duty—140.

Per ton of tailings, less 2.29 dwt. (5 hours) of which 1.12 dwt. is due to Sempam, and remainder to mill.

Ore 1.12 dwt. 1.12 dwt. 1.12 dwt.

On Berlin (demand) ..... M. 1.80

On PARIS, Bank Bills, on demand ..... 2.29

Credits, 3 months' sight ..... 1.07

D'ement a month's sight ..... 1.10

On BERLIN (demand) ..... M. 1.80

On NEW YORK, Bank Bills, on demand ..... 4.42

Credits, 30 days' sight ..... 4.42

On BOMBAY, Telegraphic Transfer ..... 1.35

On demand ..... 1.35

On SHANGHAI, Telegraphic Transfer ..... 7.12

Private to day's sight ..... 7.12

Sovereign, Bank's Buying Rate ..... 8.82

Gold Leaf, too touch, per tael ..... 57.00

Bar Silver ..... 27.12

— 27.12

Sydney Wollongong—Is in a very uninteresting state, business is as dull as it can possibly be.

#### RICE.

Messrs. W. G. Hale & Co. writing from Saigon, on 23rd ult., state:

During the period under review, business has not improved in any way; the dullness hitherto reported has proved, on the contrary, more acute than ever. In sympathy with the general lack of demand, prices fell rapidly and considerably. There is virtually no market price at present. The figures we quote below are quite nominal and just to give an idea of the latest drop. Holders of remaining stocks of paddy, which are roughly estimated at about 30,000,000 piculs (mostly of Cambodia grain) are losing heavily. Rice Mills are all more or less, without any work and most of them will soon shut down for their annual clean up and are not likely to reopen until the next season. New Crop.—The weather has proved perfect and if it continues so for another month or so, there is every reason to expect a bountiful harvest, although somewhat late.

#### YESTERDAY'S INTELLIGENCE.

Quotations close as follows:—

Banks	.....	\$632½ L'don £62
China Traders	.....	\$61
Indo-Chinas	.....	\$74
Douglas	.....	\$31
Siam	.....	\$260 old, £6 new
Frances	.....	18½ b.
China Sugars	.....	\$66 b.
Docks	.....	\$20½ b.
Kowloon Wharves	.....	\$86 s.
Farmhams	Tls. 117½	
Hongkong Lands	.....	\$153 s.
Hongkong Hotels	.....	\$147
Ices	.....	\$2.48

#### YESTERDAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer, 1/9 13/16

Bank Bills, on demand ..... 1.07

Credits, 3 months' sight ..... 1.10

D'ement a month's sight ..... 1.10

On BERLIN (demand) ..... M. 1.80

ON PARIS, Bank Bills, on demand ..... 2.29

Credits, 4 months' sight ..... 2.29

D'ement a month's sight ..... 2.29

On NEW YORK, Bank Bills, on demand ..... 4.42

Credits, 30 days' sight ..... 4.42

On BOMBAY, Telegraphic Transfer ..... 1.35

On demand ..... 1.35

ON SHANGHAI, Telegraphic Transfer ..... 7.12

Private to day's sight ..... 7.12

Sovereign, Bank's Buying Rate ..... 8.82

Gold Leaf, too touch, per tael ..... 57.00

Bar Silver ..... 27.12

— 27.12

#### OPIUM QUOTATIONS.

Yester day's quotations are as follows:—

Malaya New	@ 880/910
LAST YEAR	@ 960/1,000
OLDEST	@ 1,030/1,050
PATNA NEW	@ 1,115
BRITANNIA NEW	@ 1,125
PHENIAN (PAPER)	@ 750/830

#### LOCAL AND GENERAL.

AN Association Football Club has been started at Nagasaki.

QUARANTINE restrictions have been withdrawn against Shanghai.

H.E. the Governor has proclaimed Nagasaki an infected port.

A CONTRACT between the Brazilian Government and Messrs. C. H. Walker and Co. of London, involving £5,000,000, for harbour and dock improvements at Rio Janeiro has just been signed. Work is to begin in January.

THE German gunboat Tiger has been undergoing repairs at the Kawasaki Dockyard,

On the evening of the 28th October 10 degrees of frost were registered at Nanchang.

THE completion of twelve first-class torpedo boats is being rapidly pushed forward in Japan.

THE Echo de Chine reports that the repairs to the M. M. steamer Australien will cost frcs. 150,000 (£6,000).

ANOTHER instalment of the series of articles dealing with the sugar industry is printed on the third page.

THE steamer Duke of Fife has been sold to Messrs. Morikawa & Co. of Tokio, and is renamed the Itokuishima Maru.

MESSRS. Hall & Holt, Ltd., Shanghai, have declared an interim dividend of two dollars per share, payable on the 16th inst.

SEÑOR DE FREITAS has been appointed by the King of Portugal his first Envoy Extraordinary and Minister Plenipotentiary in Japan.

IT is reported in Japan that Russia cannot fight because she has been unsuccessful in raising a loan in France and Germany.

IT is reported that early on Tuesday morning about a score of dead bodies were found floating in the vicinity of the Lyemun Pass.

Le Courier Saigonais states that several cases of cholera have occurred among the French troops in garrison at Haiphong.

TWO Japanese naval constructors are going to Shanghai to fit up the Thorneycroft gunboat Sumida, which is coming out from London in pieces.

A new free library for Osaka is nearing completion. It contains nineteen rooms, which include private reading rooms for the lady visitors.

It is officially announced that the rank of Japanese Minister to Siam has been promoted to Envoy Extraordinary and Minister Plenipotentiary.

Mr. Edward Coutts, third son of the late Mr. J. C. Coutts, of Shanghai, was married on the 24th ult. at Kobe to Miss Evelyn Tripp, of Tulse Hill, London.

TELEGRAPHIC advice was received at Shanghai on 30th ult., that all the missing members of the Benjamin Swallow, except two men and one woman had been recovered.

A MINING expert, sent out from home by the Sandakan Bay Coal Fields Co., Ltd., is said to have confirmed the reported existence of an extensive coal bed at Serudong in Borneo.

A CHINAMAN was picked up in the sea, off Kishu, clinging to a life-buoy. He said that he belonged to a British steamer which was wrecked on the 24th ult., but he could give no details.

THE Mitsu Bishi Co. gave a grand banquet at Nagasaki on the 24th ult. to Mr. A. Jones, the retiring representative there of Lloyd's Register, and Mr. A. Heron, his successor.

THE Emperor will personally command the military manoeuvre near Himeji, from the 13th to the 16th of this month. They will be attended by Russian, Chinese, and Korean officers.

THE Colonial Secretary informs us that a telegram has been received from H. B. M. Consul at Batavia to the effect that quarantine restrictions against Hongkong have been removed.

RETURNS for the week ending 31st October, 1903, give the number of cases of communicable disease in the Colony as follows:—one case cholera, fatal (Japanese), and two cases of fever (European).

It is reported from New York that, in case Russia and Japan came to an understanding in the present negotiations at the cost of China, Great Britain would demand compensations in the Tsingtao Valley.

MR. Dang Chee, of Des Voeux Road, but late of Tumut, forwarded a silver cup, valued at 15s., to be competed for at the Railway-Hospital meeting, held at Tumut, Australia, on 12th and 13th ult.

THE steamer Hansa which arrived at Shanghai on 2nd inst. from Swatow reports that a terrific typhoon occurred at that port, about a week ago. The typhoon was the heaviest ever known in that part of China by the oldest inhabitant. The Hansa was five days making the passage from Swatow.

NEWS of the death of an old and respected member of the seafaring community has been received at Shanghai. Mr. J. J. Clements, chief engineer of the s.s. Fungchun, died at Newchow from kidney trouble after a very brief illness. He leaves a widow and five sons, with whom much sympathy is felt in their sad loss.

A RECENT issue of the *Vaini Postok* reports that the Muleteers at St. Petersburg have started work on a steamer to the order of the Russian Navy. She will be used for supplying fresh water to the Russian Pacific Squadron and will be named the *Vodolei*, No. 1. The vessel will be despatched to the Far East as soon as she is launched.

CAPT. H. Textor, of the German steamer Chow Tai, which arrived from Bangkok on Monday, reports having experienced stormy N.E. winds. He says they have come across a considerable quantity of wreckage and derelict fishing boats. Yesterday he took nine Chinese off a battered junk and another three from off a fishing boat.

A RUSSIAN transport carrying recently 100,000 barrels of corn and wheat to Manchuria, landed its cargo at Antung hsien. No sooner was it landed than the grain was transported by horses overland to Feng Huang Chen. The latter city was garrisoned by 600 men, and the garrison has been considerably reinforced by 200 more men with 12 field guns.—Ex.

DR. Masujima, counsel for the owners of the steamer Firth of Dornoch, which was provisionally attached at the instance of Messrs. Cornes & Co., deposited on 21st ult. at the Koko Ku Saibansho the sum claimed. The Koko Chirokido understands the attachment was removed on 22nd ult. The amount deposited by the applicant to the Court for the issue of an order of attachment was Y30,000.

THE Straits Government has promised to give careful consideration to any scheme put forward by the Municipality of Penang for housing the poor who became homeless through the pulling down of houses by the municipality.

LUI Kuang Tsai, the newly appointed commander-in-chief of Kwangsi, has enlisted a few regiments of recruits at Chang Sha, Hunan. General Lui is taking great pains in the drilling and arming of his new men. From the number of recruits being enlisted into service, it appears that Chinese attach more importance to the number than the quality of their fighting men.

WE are advised by the Consul General for the Netherlands that vessels arriving in Netherland from Hongkong are no longer subject to quarantine, the port of Hongkong being declared to be no longer infected with plague. The prohibition on importation of certain goods is also cancelled so that all merchandise can now be imported into Netherland.

THE Daily World of Vancouver announces the death by drowning of sub-lieutenant Pearce, R.N., of H.M.S. Flora. Lt. Pearce and a brother officer were sailing a small boat in Sitka harbour when a sudden squall capsized the craft. Owing to the icy cold water, Lt. Pearce was unable to maintain his hold on the overturned boat and sank before assistance arrived.

A BEAUTIFUL chalice and plate, the gift of the congregation of St. Joseph's Church, Singapore, to Father Soares reached here last month from America, says the *Singapore Free Press*. This hard working priest, who has been in ill health for some months, has retired from active service and is now residing in Macao. The chalice and plate were forwarded to the Bishop there, who made the presentation to Father Soares on behalf of the congregation.

WOOL was one of the chief lines in the cargo for Japan by the Japanese mail steamer Kumano Maru arriving on Tuesday from Australia. She had 200 bales from Sydney, and space was secured for another 269 bales from Brisbane. Other cargo from Sydney included 500 tons of lead, 200 tons copper,

MR. Robert Dollar and his family have returned to the States from the Orient after five months' absence from California. Mr. Dollar's own ship, the *Arab*, conveyed the party. The cruise commenced in May, and all the principal sea ports along the Atlantic coast were visited, especially the chief ports of China, Russia and Japan. While at sea, yet the head of the household combined the cruise was one for pleasure or the Dollar pleasure with business. Mr. Dollar's large shipping interests between California and the Orient and the unsettled condition of trade and finance in the Asiatic cities required that he personally investigate the exact status of affairs.

The rumoured capture of Kweilin, the capital of Kwangsi province, reported by a contemporary, has been refuted by a Chinese official telegram from Kwangsi received at Shanghai, stating that Kweilin is still held by a strong force of Government troops and the cause of the report of the capture of that city by rebels may have been due to the sudden appearance of a body of rebels in the vicinity of Kweilin on the 22nd instant, coming from Liuchow, a city about sixty miles from Kweilin. Upon the appearance of the rebels who raided some villages the inhabitants became panic-stricken and scattered to the four points of the compass spreading fearful rumours as they went. It is therefore reasonable to think, says the *N.C.D. News*, that these panic-stricken people could easily have magnified the raid of the rebels into the capture of Kweilin itself. In the meantime a telegram from Nanning, Kwangsi province, states that H. E. Ko Fung-shih, Governor-designate of the province, is expected to reach that city in a couple of days travelling overland from Liuan.

## Vessels in Port.

**STEAMERS.**  
Aki Maru, Jap. s.s., 3,995; Ekstrand, 3rd Nov.—Shanghai 31st Oct., Flour and Coal.—N. Y. K. Amara, Br. s.s., 1,666; Maitock, 2nd Nov.—Java 22nd Oct.; Sugar—J. M. & Co.  
An Pho, Br. s.s., 568; Thomson, 4th Nov.—Saigon 29th Oct.; Rice and Meal—B. & Co.  
Atholl, Br. s.s., 3,031; Watt, 28th Oct.—Sourabaya 10th Oct.; Besseko 15th, Tagal 17th, and Cheribon 19th; Sugar—C. C. S. S. Co.  
Ching Wo, Br. s.s., 2,517; Parkinson, 24th Oct.—San Francisco and Moji 20th Oct.; Gen.—C. C. S. S. Co.  
Clowes, Ger. s.s., 1,115; Textrd, 3rd Nov.—Hongkong 26th Oct.; Rice and Wood—B. & S.  
Clawling, Br. s.s., 2,155; Barton, 4th Nov.—Mol. 30th Oct.; Coal—Samuel & Samuel.  
Doric, Br. s.s., 4,975; Smith, R.N.R., 5th Nov.—San Francisco 7th Oct., via Honolulu 14th; Yokohama 27th, Kobe 28th, Nagasaki 30th, and Shanghai (Woo Sung) 2nd Nov.; Mails and Gen.—O. & O. S. S. Co.  
Dr. Habs Jerg Kier, Norw. s.s., 691; Larsen, 23rd Oct.—Manila 17th Oct.; Ballast—E. A. T. Co.  
Big Norw. s.s., 728; Christensen, 4th Nov.—Chefoo 29th Oct.; Gen.—C. & Co.  
Empress of India, Br. s.s., 3,003; Marshall, 27th Oct.—Vancouver 5th Oct., and Shanghai 24th; Mails and Gen.—C. P. R. Co.  
Glengie, Br. s.s., 2,309; Warner, 4th Nov.—Singapore 29th Oct.; Gen.—Gee Shun.  
Hindustan, Br. s.s., 1,536; Saver, 30th Oct.—Tegal (Java), 20th Oct.; Sugar—J. M. & Co.  
Hopsang, Br. s.s., 1,549; Hay, 5th Nov.—Hongay 3rd Nov.; Coal—M. & Co.  
Ichia, Ital. s.s., 2,784; Magazzini, 4th Nov.—Bombay 17th Oct., and Singapore 28th; Gen.—C. & Co.  
Karim, Swed. s.s., 678; Peterson, 5th Nov.—Canton 4th Nov.; Gen.—S. W. & Co.  
Loosok, Ger. s.s., 1,021; Schnur, 26th Oct.—Bangkok and Koh-si-chang 16th Oct.; Rice and Wood—B. & S.  
Maria Rickmers, Ger. s.s., 1,017; Bandelin, 2nd Nov.—Bangkok via Hoitow 25th Oct.; Gen.—A. & K. & Co.  
Mongkut, Ger. s.s., 859; Gotsche, 8th Oct.—Bangkok 1st Oct.; Rice and Timber—B. & S.  
Namsang, Br. s.s., 2,591; Payne, 2nd Nov.—Calcutta 17th Oct.; Penang 22nd, and Singapore 27th; Gen.—J. M. & Co.  
Oscar II, Norw. s.s., 2,000; Olsen, 5th Nov.—Kuchinotzu 30th Oct.; Coal—M. B. K.  
Pelayo, Br. s.s., 1,100; Prynne, 4th Nov.—Sumatra 23rd Oct., and Singapore 26th; Kerosine—Mr. McBain.  
Fetrauch, Ger. s.s., 1,251; Ahrens, 1st Oct.—Sourabaya 30th Sept.; Sugar—S. W. & Co.  
Prima, Norw. s.s., 671; Meyer, 18th Oct.—Rajang (Dorco) 14th Oct.; Timber and Firewood—S. W. & Co.  
Progress, Ger. s.s., 687; Bremer, 5th Nov.—Quinhon 29th Oct., and Hoitow 4th, Gen.—S. Co.  
Prosper, Norw. s.s., 789; Christiansen, 25th Oct.—Manila 22nd Oct.; Ballast—S. W. & Co.  
Salamanca, Br. s.s. Scott, 27th Oct.—Singapore 10th Oct.; Gen.—B. & Co.  
Seneca, Br. s.s., 1,915; Bequia, 4th Nov.—Yokohama 20th Oct.; Gen.—S. O. Co.  
Sithongan, Dut. s.s., 1,200; Toll, 2nd Nov.—Singapore 24th Oct.; Sugar—Order.  
Tai Lee, Ger. s.s., 828; Michelson, 4th Nov.—Swatow 3rd Nov.; Ballast—Meyer & Co.  
Telemachus, Br. s.s., 1,340; Williamson, 25th Oct.—Saigon 4th Oct.; Rice, Meal and Gen.—Nam Wo & Co.  
Victoria, Swed. s.s., 988; Hermanssen, 27th Oct.—Sourabaya 20th Oct.; Sugar—S. W. & Co.  
Yuensang, Br. s.s., 1,128; Payne, 5th Nov.—Manila, P.I., 2nd Nov.; Gen.—J. M. & Co.  
Zafiro, Br. s.s., 1,611; Rodger, 3rd Nov.—Manila 31st Oct.; Hemp—S. T. & Co.

## SAILING VESSELS.

Brilliant, Br. br., 1,600; Cowlishaw, 23rd Oct.—Shanghai 16th Oct.; Gen.—S. O. Co.  
Helen Wyman, Am. br., 1,521; Vanbon, 10th Aug.—Singapore 1st Aug.; Ballast—Master.  
Lillebonne, Am. sch., 708; Finner, 6th Oct.—Manila 18th Sept.; Ballast—D. & Co., Ld.  
Paul Rivers, Am. br., 1,614; Whitter, 11th Oct.—Manila 3rd Oct.; Ballast—Master.  
Rose, Br. br., 793; Paw, 7th Oct.—Fromante 20th Aug.; Sandalwood—S. & Co.

## Steamers Expected.

Vessels	From	Agents	Date
Chuan	Singapore	P. & O. Co.	Nov. 7
Kohilla Maru	Maula	N. Y. K.	Nov. 7
Changsha	Maula	B. & S.	Nov. 8
Heimrich	Singapore	G. L. & Co.	Nov. 8
Gregory Apcar	Singapore	S. & Co., Ld.	Nov. 9
Grana	Singapore	B. & S.	Nov. 9
Hansen	Japan	M. & Co.	Nov. 11
Japan Maru	Japan	P. M. Co.	Nov. 12
Kirch Heidrich	Singapore	H. & Co.	Nov. 12
Malajap	Singapore	M. & Co.	Nov. 12
Qianjiang	Singapore	M. & G. Co.	Nov. 16
Olympia	Victoria	N. P. Co.	Nov. 16
Siberia	San Francisco	M. & Co.	Nov. 20
Tijuan	Japan	D. & Co.	Nov. 25
Thomson	Victoria	D. & Co.	Nov. 25
Indrasimha	Portland	A. & Co.	Dec. 4
Tacoma	Victoria	N. P. Co.	Dec. 4

## WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:—

A DRUM indicates a typhoon to the Eastward of the Colony, (*i.e.*, in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (*i.e.*, in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (*i.e.*, in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (*i.e.*, in the South quadrant, S.E. to S.W.).

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS ARE EXHIBITED ON THE ABOVE BOARDS DAILY ABOUT 11 A.M., AND ALSO AT OTHER HOURS, DAY OR NIGHT, WHENEVER NECESSARY. INFORMATION OF IMPORTANCE IS ALSO ISSUED BY "EXPRESS."

THE CHINA COAST METEOROLOGICAL REGISTER IS EXHIBITED AT THE SAME PLACES DAILY ABOUT NOON. IT CONTAINS OBSERVATIONS MADE IN HONGKONG AND AT A NUMBER OF STATIONS IN THE FAR EAST, TOGETHER WITH REMARKS, WEATHER FORECASTS, AND INFORMATION REGARDING THE EXISTENCE AND MOVEMENTS OF TYPHOONS BASED THEREON.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. Fife,  
Acting Director.

Hongkong Observatory, 24th July, 1903.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
<b>BANKS.</b>			
Hongkong and Shanghai Banking Corporation	\$ 125	{ Div. of £1.10/- @ 1/8—\$18 for half-year ending 30.6.1903	\$632 b.
National Bank of China, Ltd.	\$ 8	3/4—\$1.06/- for 1902	\$81 b.
Do. Founders	\$ 1	None	\$10
<b>MARINE INSURANCES.</b>			
Union Ins. Society of C'ton, Ltd.	\$ 100	32 per cent—\$32 per share for 1902	\$402 b.
China Traders' Ins. Co., Ltd.	\$ 25	16 1/2%—\$4 per year ended 30.4.1902	\$60 b.
North China Ins. Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	\$162 b.
Yangtze River Association, Ltd.	\$ 50	20%—\$12 for 1901	\$135
Canton Ins. Office, Ltd.	\$ 50	30%—\$15 per share for 1902	\$175
<b>FIRE INSURANCES.</b>			
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$2 1/2 per share for 1901	\$320 a.
China Fire Ins. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90
<b>SHIPPING.</b>			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 for half-year ending 30.6.1903	\$312 sa.
Indo-China S. N. Co., Ltd.	\$ 10	5 1/2%—\$1 per share for 1902	\$74
China & Manila S.S. Co., Ltd.	\$ 50	10%—\$5 per share for 1900	\$19 s.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$31
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 cts.—12% for year ending 30.4.1903	\$16 b.
"Shell" Transport & Trading Co., Ltd.	\$ 5	30 cts.—\$1.20 for 1902	\$16
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	Tls. 18/- b.
Shanghai Tug & Lighter Co., Limited	Tls. 50	Interim of 2% for 1903	Tls. 36
Do. Preference	Tls. 50	Interim of 4%—Tls. 2.00	Tls. 55 sa.
		Interim of 3 1/2%—Tls. 1.75	Tls. 50 sa.
<b>REFINERIES.</b>			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$96 b.
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30.9.02	Tls. 60
<b>MINING.</b>			
Punjum Mining Co., Ltd.	\$ 11	None	\$12
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 a.
Raub Australian Gold Mining Co., Ltd.	Fr. 18,10	No. 12 of 1/- per share 28.1.01	\$8 s.
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.02	Tls. 6 s.
<b>DOCKS, WHARVES AND GODOWNS.</b>			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12%—\$6 for 1st year 30.6.03	\$201 b.
S. C. Farthing, Boyd & Co.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 118 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 for 1903	\$86
New Amoy Dock Co., Ltd.	\$ 62	\$2 1/2 for 1902	\$38
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 10	Interim of Tls. 5 for 1903	Tls. 217 sa.
<b>LANDS, HOTELS AND BUILDINGS.</b>			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8%—80 cents per share for 1902	\$9 sa. & b.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100		